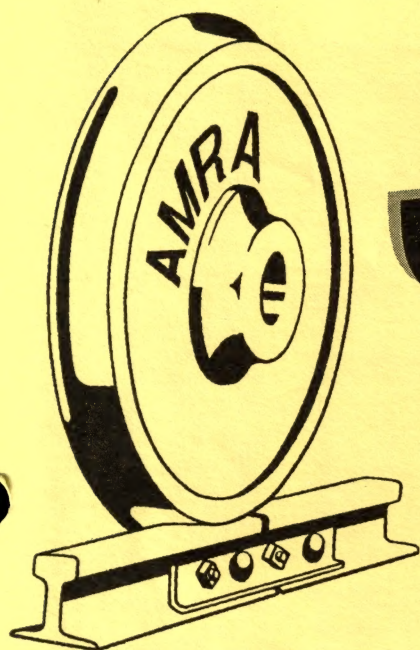


● Australian Model Railway Association



JOURNAL

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Volume 45 Number 231



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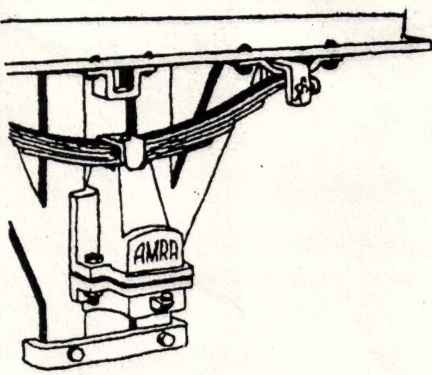
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JOURNAL BOX...

Editorial

Which do you want first - the good news or the bad news? I'll make the choice. The good news is that a large number of members have responded to suggestions that more general articles would be welcomed by both Roger and myself, as well as requests for 'filler items'. The bad news is that we have so much material in hand now that there are insufficient pages in this issue of Journal to accommodate it all! So if you sent a contribution, to find it not included in No 231, rest assured we'll make sure it's in No 232. But don't rest on your laurels - keep on writing! I must record, however, a surprising observation - all of these items (I am not talking about Branch News) came from Queensland, South Australia and Western Australia. Where are all those people in NSW and Victoria who, I know, have much knowledge and many ideas to share with all AMRA Members?

There was some angst recently because of inaccuracies in the 'Members File' item in No 229 - 'Basic Electronic Controllers'. Norm Read has prepared amended versions of Pages 3.2.1.7 and 3.2.1.8 of Journal for January - February 1996. These new pages are at the rear of this issue. Please substitute them for the incorrect ones you have. Some other amendments are also needed. Please refer to Bill Secker's letter in No 230 and Tom Parkes' letter in this issue, as well as the notes from the Federal Registrar.

Over to all the NSW and Vic Branch Members who have lost their pens!
Neil R Riches

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if 1000 + 500 = 1500 T.E.

Editorial Deadlines

The deadlines for the next issue (July-August 1996) will be 19th June for hand written articles, 24th June for neatly typed articles, State News and articles on floppy disk (IBM format either 3½ or 5¼) and 15th July for addresses and envelopes. Collating and posting is expected on 22nd July.

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On the Cover

This 2 foot gauge locomotive was built by the Avonside Engine Company in Bristol in 1907 and given the builders number 1539. It was built as an 0-6-2 tank engine with 10"x 16" cylinders and 36" diameter driving wheels. It was sold to the Irvinebank Mining Company Ltd., through E.S.C.A., who were the Australian agents for Avonside and was assembled on site at Irvinebank. Given the nickname of "Old John", it went into service as loco No 3 in 1908 on the section of track between Irvinebank and Stannary Hills. As was common with all locos in this area, this loco was wood fired and had a locally designed and built bogie tender fitted.

In 1919 it became the property of the Queensland Government as its loco No 3 when the Irvinebank Mining Co. Ltd. folded. In 1920 the Stannary Hills Tramway Co also folded and with the purchase of their track the Queensland Government now owned all the 2' gauge track between Irvinebank and Boonmoo, where it connected with the 3'6" gauge Chillagoe line. "Old John" continued to work the line from Boonmoo to Irvinebank as loco no 3 until the line closed in 1936. It was sold to Marian Sugar Mill near Mackay in 1938. It was in service at this mill from 1942 until 1962 and was scrapped in 1969.

**Photo from the collection of
Ken Howard Qld**

Notes from the Registrar

I was rather surprised, after reading the letter from Bill Secker in Pop Valve (Journal 230) and looking at the circuit in question to realise how many had looked at it, including myself and never spotted the mistake. I am sure the mind forms 'Pictures' at times of what one is looking at and sees what it wants to see. I guess that is why proof readers read backwards and could more easily find mistakes. At any rate that is my story.

With regard to Bill's comments on controllers; I have been involved with many layouts over the years and no two have had the same methods of operation. The largest was the O Scale at the Burwood Police Boys with split potential and 21 trains dodging about, mainly on their own, but only controlled at the main station or the industrial sidings. We also used 12 volt batteries as often the ammeters were over the 10 amp mark. But these days the tendency seems to be for individual power supplies. Leave digital control out at present.

I did have some experience with that system and concluded one needed an alert mind to keep track of numerous locos.

At the rate this year is passing it will not be long before I will be putting out my hand for your \$15-00 again. Just keep it in mind.

Norman Read



The Editor
AMRA Journal

Dear Neil,
re: AMRA Members File December 1995

Basic Electronic Controllers - Corrections

(1) Page 3.2.1.3 RESISTORS

Some confusion occurred between figure 1 and the letter "I" in the equation for determining the value of resistors in parallel which should be amended to read:-

$$1/R = 1/r1 + 1/r2 + 1/r3$$

(2) Page 3.2.1.5 has a blank space in an equation under the heading TIME CONSTANTS. "R" should be inserted in the blank so that the formula will read:-

$$MW = R \times 106$$

To refresh memories and to ensure that the correction to the equation for resistors in parallel is appreciated, a little more detail is as follows:-

Suppose that resistors r1, r2 and r3 are connected in parallel. The current through each resistor will not necessarily be equal,

but the sum of the currents will be equal to the external current IT, therefore:-

$$IT = I1 + I2 + I3 \quad (\text{Formula a})$$

Again the voltage across A B must be the same for each resistor since there is a common point at A & B, therefore:-

$$V = V1 = V2 = V3 \quad (\text{Formula b})$$

Now, combining formulae a & b with Ohm's Law, $I = V/R$, we get:-

$$I = V/R = V1/r1 + V2/r2 + V3/r3$$

And dividing this by V:-

$$I = 1/R = 1/r1 + 1/r2 + 1/r3$$

Proceeding a little further, when two resistors are in parallel we, we have:-

$$1/R = 1/r1 + 1/r2 = \frac{r1 \times r2}{r1 + r2}$$

This formula is very conventional when two unlike resistors are in parallel.

Yours sincerely,
Tom Parks NSW

Information and Directory of Office Holders - AMRA

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(Corrections, additions to the directory would be most welcome. Please send them to the Managing Editor)

Modelling the Mining Industry

by Rod Tonkin W.A.

Mining and railways go together. The Stockton to Darlington was built for the same reason as the Hamersley Iron railway was built: to move minerals from mine to market. Other loadings, followed but never ousted coal, iron ore, aggregates, limestone, sulphur, potash etc as the bulk business.

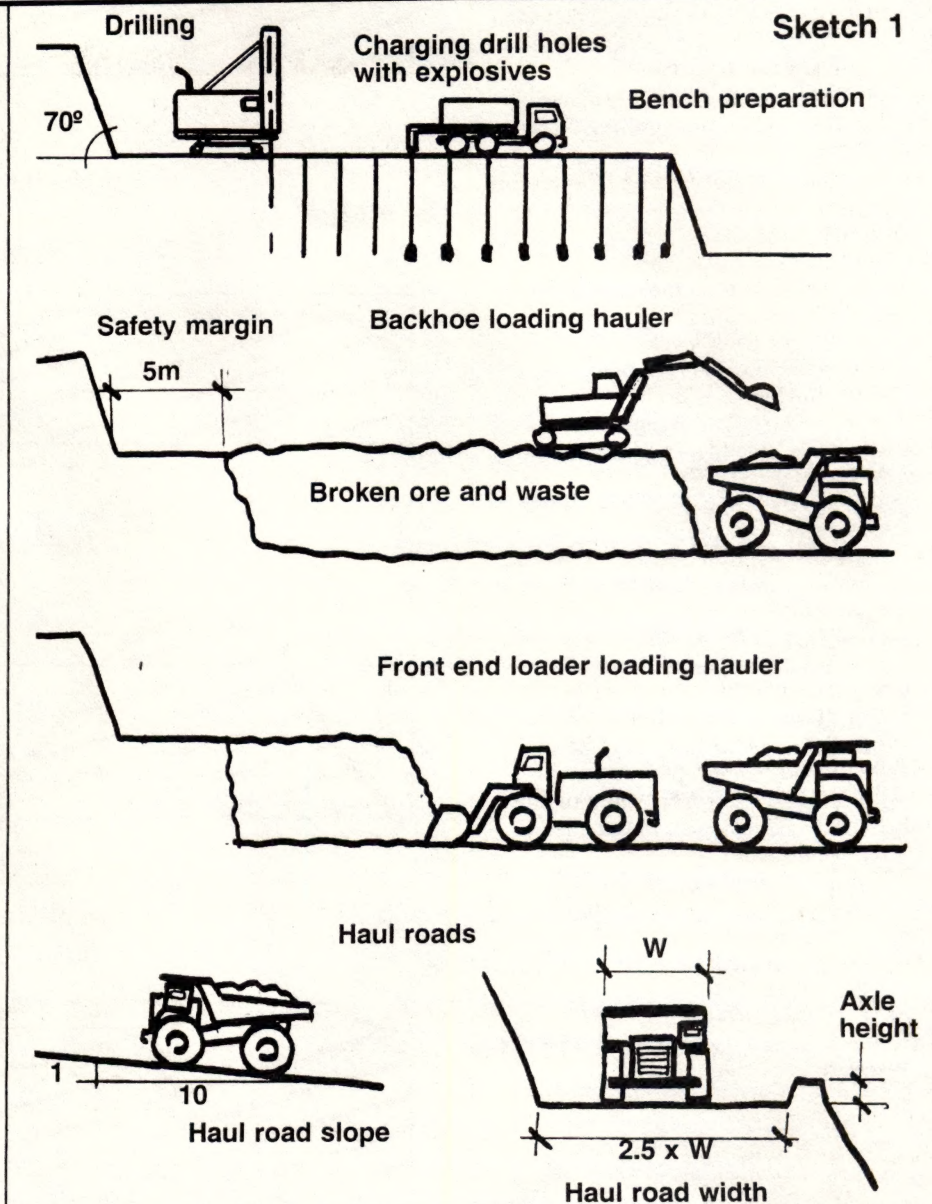
Modelling railways in the mining industry can be done in many ways. The mines, processing plants and the minerals trains provide opportunities for modelling and operation. Mines and processing plants are usually large operations. Modelling portions only of the facility, or using off the baseboard techniques can get around these problems.

Modelling the mines calls for a bit of ingenuity. Mines are large undertakings. Mines can be open cut, underground or under water. Effective modelling can often be achieved by what is inferred. Modelling parts of a facility can give the impression of a complete industry beyond the hill. Mines vary in size, layout and location. All mines have a few basic features. These are: a haulage system from ore body to processing plant, a haulage system for waste rock or mullock, a processing plant to prepare the ore for shipment, maintenance workshops, change rooms, administration offices and, as we are going to model a mine served by train, train loading equipment.

Modelling the trains is the simplest place to start. It's a long way from many of our mines to the smelters or export ports. The importance of this traffic varies. In some cases it is the line's major tonnage. When we lived in Cobar (NSW) in the 1980's mineral traffic was ninety percent of the traffic on the Cobar - Nyngan line.

Rural layouts can use minerals trains as regular traffic - such as the famous W44 from Broken Hill to Cockle Creek. Today Westrail moves nickel concentrate from Kambalda and Leonora to the Kalgoorlie smelter. It ships coal to the nickel smelter and back loads nickel matte to the nickel refinery at Kwinana. QR hauls Mt Isa Mine's lead bullion, copper anodes and zinc concentrates to Townsville. Coal and coke is back loaded to Mt Isa for the power station and smelters. The Kalgoorlie Gold fields rail in large quantities of liquid sodium cyanide from Perth. Lime for the gold industry is brought from Perth and South Australia.

The suburbs are no strangers to ore train movements. In the 1960's and 70's Westrail hauled iron ore from Kooyanobbing to Kwinana, through the suburbs of Perth. In the 1980's block trains of lead and zinc concentrate in containers from Elura mine near Cobar were routed to Newcastle, often via Sydney. CSA mine, also at Cobar, shipped its copper concentrate in open wagons to Southern Copper at Port Kembla via Sydney from the 1960's.



Open cut mines make good scenery. Some rough rules of thumb are shown in sketch (Sketch 1). Ramps are generally up to 1 in 10 slopes. Walls can be up to 2.7 to 1 slopes. Benches can be up to 15 metres high. Bench height depends on the loading method used. Backhoes need low benches (3 to 5 metres). Front end loaders and face shovels can work taller benches. Operations in open cuts consist of: leveling the benches, drilling the blast holes, charging the blast holes with explosives, firing the blast pattern (not a recommended modelling activity!), haul road maintenance, dust suppression and loading the broken ore or waste for haulage to the plant or dump as required.

Equipment used depends on tonnage requirements. BHP Iron Ore's Mt Whaleback has a total annual movement of 100 million tonnes. A fleet of 190t, 200t and 240t haul trucks is needed to move these tonnages. Smaller operations wouldn't need such large equipment. As

the open cut is a background scene this is not that much of a problem. At a kilometre distance most big dump trucks look similar (like diesel locos). Modelling to a much reduced scale will add perspective. Modelling large mining equipment to your normal scale modeling will eat up your available space.

The wagon loading in open top cars needs to be the appropriate shape, colour and size to set the scene. The shape depends on the wagon loading method. The colour of the material and the size depends on the material and its stage in the production process.

There are five basic processes for loading wagons: filter discharge directly into the wagon, conveyor or front end loader, pre weighing loaders, stationary wagon choked chute loaders and moving wagon choked chute loaders. Each produces a distinctive load shape. (Sketch 2).

Examples of the use of each type are Filter discharge: CSA Mine Cobar NSW

backes

moved

Conveyor or Front End Loader:

BHP Iron Ore Body 25 Newman WA
Elura Mine Cobar NSW
Robe River Iron WA

Stationary Choked Chute Loader:

BHP Iron Ore Mt Whaleback Newman WA

Moving Choked Chute Loader:

BHP Iron Ore Body 29 Newman WA
Stockton Bore Hole Colliery Newcastle NSW
Mt Thorley Coal Loading Singleton NSW

Pre Weighing loader:

Hamersley Iron Paraburdoo

The colour depends on the material in the wagon; some examples are:

Collie Coal: Dull black.
Lead Concentrate: Dull black
Zinc Concentrate: Brown
Copper conc: Pale green.
Iron Ore: Blue Brown (BHP Iron Ore Mt Whaleback)
Red brown (Hamersley Iron, Robe, River Iron Associates)
Yellow (BHP Iron Ore Marra Mamba)

Size depends on the stage the ore is at in the production process:

Iron Ore Run Of Mine: Robe River Iron Associates (2000mm lumps)

Sec Crushed: BHP Iron Ore, Mt Whaleback (100mm lumps)

Lump Ore: Hamersley Iron Mt Tom Price (30-6mm lumps)

Fines: Hamersley Iron (6mm to dust)
BHP iron Ore, Marra Mamba

Coal (Collie Coal)

Nut Coal: Max lump 75mm

Screened Coal: Max lump 50mm

Metal Concentrates 0.1mm to dust :

Copper Concentrate
Lead Concentrate
Zinc Concentrate

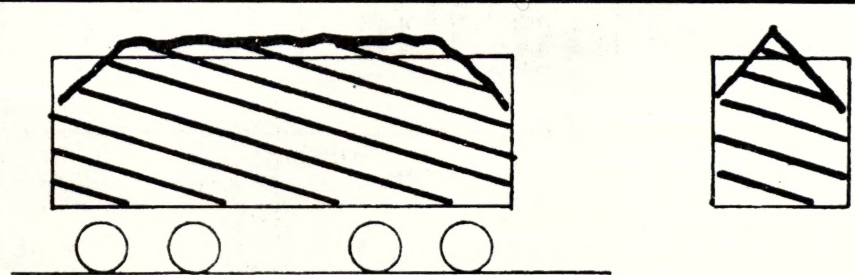
Smelter Products: Copper anodes 1m

square slabs 30mm thick

Lead Bullion 500mm square slabs 200mm thick

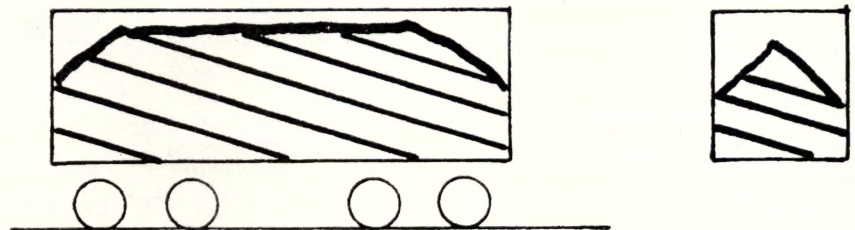
The unloading process at the destination influences the wagon choice. Hopper cars unload over an appropriate below track bin (Kooragang Island NSW). Solid bottom cars need rotary car dumpers (BHP Iron ore Port Hedland WA, Hamersley Iron Dampier WA), semi rotary car dumpers (Mount Isa Mines Mica Creek QLD) or crane mounted grabs (WMC Kalgoorlie Nickel Smelter WA). Containerised concentrates are unloaded by forklift (Pasminco Newcastle NSW).

A difficulty with modelling the loading and unloading processes is actually loading and emptying the open wagons. On a model, with more frequent derailments than our prototypes, working with loose loads would soon lead to major operational problems. A reasonable solution would be to have the loader and unloader off scene. An advance of this is a layout design where the mine loader and port unloader are fed from the same staging yard. This eliminates loading and unloading wagons. Loaded trains only move from mine to port. Empty trains only move from port to mine.

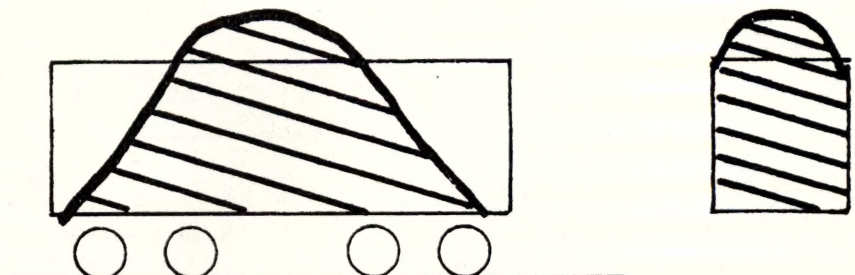


Manual loading

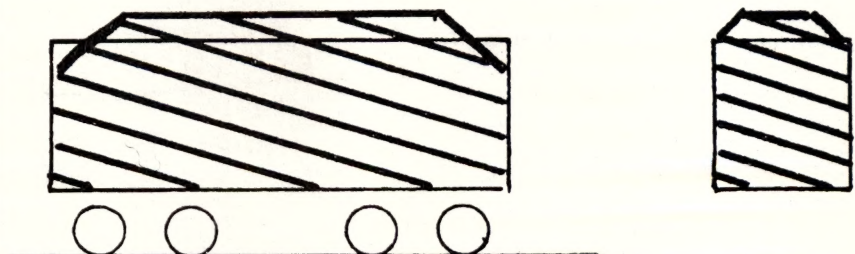
Sketch 2



Pre measured loading

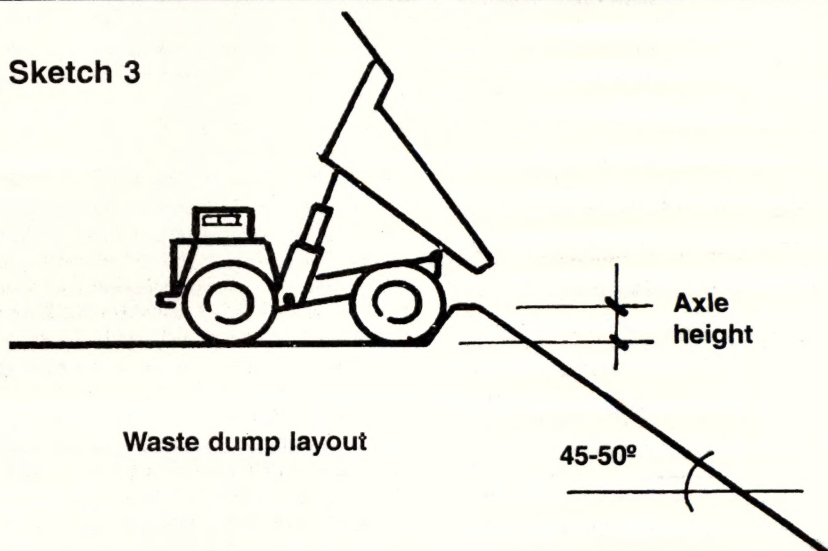


Choked chute stationary loading



Choked chute moving loading

Sketch 3



Waste dump layout

It Occurs to Me

by Leggy Mac

I recall that, several years ago, I had correspondence with the Arts Council. The subject of this was an attempt to establish that railway modelling was an art form. After a passage of time, I was informed that the matter had been raised at a Council meeting. After discussions it was decided in the negative. Railway modelling could not be considered as an art form. The reason given was that the subject was merely replication of some things that were already in existence. There was nothing new in the pursuance of the craft and therefore it could not be considered as being creative.

At the time, while not in agreement with that decision, I accepted it and never followed it up. Since then I have given the matter some thought and am more than sure that the decision was made in error. A large portion of what is normally accepted as ART is also, in fact not creative and is really replication. I refer to painting, drawing and sculpture. The majority of sculpted works are representations of chosen subjects reproduced in larger or smaller or same size in a variety of materials - reproductions, nevertheless! Paintings and drawings, as with sculpture, are static, as well as being in only two dimensions. They can be divided into portraits, landscapes, still life, abstracts etc. The first three of these are recordings of something the artist has either chosen to represent or has been commissioned so to do. Ergo, they are not creative items. Abstracts are modified presentations of existing subjects treated in a manner most people would consider as distorted.

It appears to me, then, that the bulk of so-called creative artists' output is no better than the Council's opinion of our favourite pastime.

Now consider its decision on model railways in a little deeper detail. I do agree that a fair proportion of items which go to make up a model layout are miniature replicas of pieces of railway buildings and equipment. Let us, however, consider a model railway layout as a unique whole. In my experience, very few layouts are repeats of real railway scenes. Of all the layouts I have seen at exhibitions or clubs or have visited at peoples' houses, only the odd one or two have been factually and historically correct. The vast majority are assemblies of items, prototypically correct, but in total not like anything that exists in the everyday world of railways.

I would like to quote an experience as an example to illustrate this point. I visited a model railway club where the subjects were all based on British Railway practice. The members were in the process of constructing a new layout. This was to have a Midland Railway flavour. It was to be set in the Peak District of Derbyshire, and was to include an industrial component. That part of the country, at that time was an area of extraction of lead. Signs of past lead mines still exist in the district, Ordnance Survey maps were studied so that a part of the countryside could be se-

Breathe Easy

by Steve Malone

In our modern World, hundreds of new chemicals are invented each year to improve our lives; however some have side effects not found until many years later.

Dusts and vapours provide a major risk to our health and our hobby does use some substances which can cause problems. Our Australian culture promotes an image of macho persons who don't need outside assistance or protection to perform tasks. This discourages the use of protective equipment and safe working practices which may look slow or sissy.

We hear of more and more young people who now have serious or permanent damage to internal organs, skin and brain functions due to reactions to chemicals as liquids, dusts and vapours. Some modelers in Queensland have needed medical help from the ill effects of MEK based glues.

Something we don't maybe realise is that our skin is not waterproof. It is just like a gauze which absorbs chemicals easily, which pass into the blood stream. Our skin has various levels of sensitivity; for instance, the skin in your ears or genitals is 22 times more sensitive than the skin on your hands. So be careful where you scratch yourself when using chemicals!

In our hobby, we need to be careful that chemicals do not damage our health. The best way is to avoid substances which can cause problems. If your must use these substances, use gloves with liquids, keep your work area free of dusts and provide

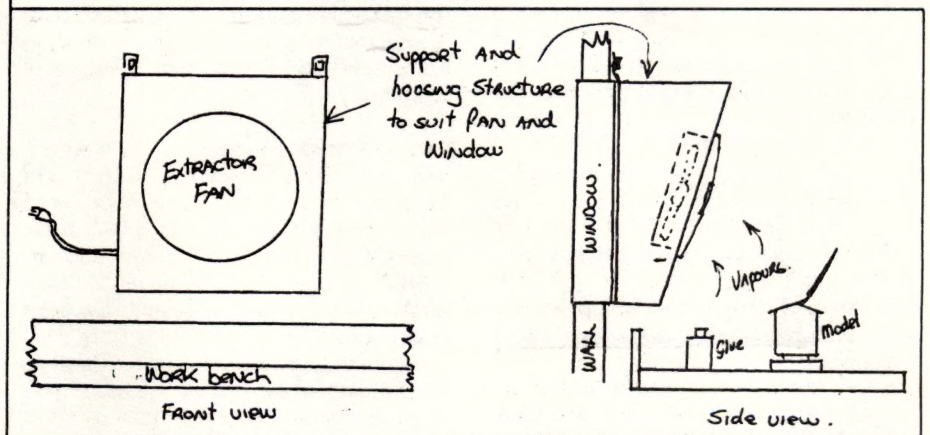
ventilation for fumes. Sticking your glue jar on the window sill is OK but installing a fume extraction system is better. It can be portable and inexpensive - about the same cost as a doctor's visit and a lot less than a funeral!

At the Queensland Branch's first clubrooms at South Brisbane Station we hooked up a duct over a workbench. The duct fed into a wall mounted extractor fan. This proved most successful. At home I did the same thing with an extractor fan in a portable frame work which fitted over a window at the workbench. See attached diagram.

I see these extractor fans in the shops for \$25 - \$30 and come with lead and 3 pin 240v plug. The TV show 'Burke's Back Yard' recently showed a workshop which made toilet seats with spiders encapsulated in clear resins. The workbenches had similar extractor fans mounted along the wall above to remove fumes. (Who in their right mind would want to sit on a toilet seat containing spiders, even encapsulated ones? The mind boggles! Managing Editor)

A good way to test your fume extraction system is to do some soldering with resin cored solder and note how the smoke reacts. Happy and healthy modelling.

(Editor's note: it is essential that the fan motor is suitable for use with the chemicals or dusts involved. If in doubt, consult the manufacturer of the motor. A very important Australian Standard covers this subject. See AS2380/1 - N.R.R.)



lected which had not had a railway branch in it. Plans were made to build a model of a line that never existed. The countryside was not seen by the modellers so that they used their imagination and a study of the local geography to work out the scenery. Buildings in the model were not to be copies, although they were to be based on what would be likely to be seen in that area.

I never saw the finished article but am quite sure that, while it would be appreciated by a Derbyshire man, it was created by the builders without recourse to copying anything.

So, I believe it is logical to state that a lot of what is accepted as art is no more original than what is displayed in and on a

model railway layout. The people who produce model railway systems, either for themselves or as a group in an association, are every bit as creative as artists like Constable, Gainsborough and other - perhaps more so.

Have a look round an art gallery and view what accepted artists have committed to canvas or in whatever medium they choose. Then have a walk round a model railway exhibition to inspect the achievements of another kind of artist. After that, ask yourself if the Arts Council is correct in denying model railways the distinction of being an art form.

(Correspondence on this subject is invited - Editor)

News from Europe

by Geoff Brown

The following items are extracts from issue Number 10 (December-January) and Number 11 (February-March) of TODAY'S RAILWAYS.

SNCF announced in September that Eurostar is now taking 40% of the market for air/rail journeys between Paris to London. Recent passenger surveys show satisfaction with the service running at over 90%. Punctuality is one aspect which can be improved although Eurostar already performs much better than air competition.

NoL Eurostar Tests - Tests are taking place with North of London (NoL) Eurostar sets in both Britain and France. In Britain, a set has been stabling at Peterborough and started night running between St Neots and Retford. In France, a set ran tests between Nantes and Angers for two weeks from the end of August in order to test the 25kV ac pantographs at speeds above 160 km/h.

CTRL Costs Rise - The British government has accepted a series of changes to plans for the Channel Tunnel Rail Link (CTRL) high speed line from London St Pancras to the Channel Tunnel. A number of changes involve designing the line for freight services from day one, building chords to Ashford station so that double-deck TGVs can call there, lowering of lines, extensions of tunnels and changes to the approaches to St Pancras.

Eurostart Problem Resolved - SNCF has resolved the challenge to the use of the name Eurostar by a Paris parcels firm, Eurostart, in an out-of-court settlement.

What Future for Eurotunnel - Eurotunnel's financial malaise worsened on 31st October when a tribunal rejected the company's demand that SNCF and BR should pay higher transit charges than originally negotiated. Eurotunnel was demanding a rise of 55% in access charges, plus compensation, in order to recoup the cost of greater security provision and the late introduction of train services. However, the tribunal did decide to ask for expert opinion on the effect of the late introduction of Eurostar and "insufficient" British infrastructure.

Calais to buy Dover - A strange headline but a perfectly reasonable story. With the port of Dover likely to be privatised, the Calais chamber of commerce is considering the possibility of buying an interest in the British port in order to control its "twin" on which it depends. The idea has caused great consternation in the British press and Dame Vera Lynn has added her voice to the protests. The British Government has now said that the sale will not go ahead before the next election.

German Money for Brenner Base Tunnel - The construction of a base tunnel to avoid the Alpine summit on the München-Innsbruck-Verona route is considered so important by Germany that the country has decided to help finance studies of the tunnel which will lie entirely in Austrian and Italian territory.

Upgrades for Czech-German Links - Austrian, German and Czech transport ministers have agreed to upgrade the Berlin-Praha-Wien and Nürnberg-Praha rail links. Maximum speeds will be raised to 160 km/h throughout with 200 km/h possible between Berlin and Dresden. Nürnberg-Cheb will be electrified as will Ceska-Trebova-Brno, an alternative route to Praha. Lines will also be modified for operation with Pendolino tilting trains, recently ordered by the Czech Railways.

Somport Tunnel in Use - Although haggling continues over the possible reopening of the Pau (France) to Canfranc (Spain) line, the Somport tunnel under the Pyrénées is now being used, ironically, to help build a parallel road tunnel. Track and catenary has been dismantled at the Canfranc end to allow access for lorries while a shunter has been transported to the other portal for use at the French end.

ÖBB (Austrian Railways) is to receive money from the European Investment Bank in order to build a new line, through the Galgenberg tunnel, from Leoben to St Michael as well as for further track doubling between St Veit an der Glan and Klagenfurt.

Since Austria joined the EU almost a year ago, use has fallen of Innsbruck-Forzezza-Lienz corridor trains, with locked doors in Italy. ÖBB wanted to stop these trains which are hauled throughout by ÖBB 2043 class diesels, by the end of September. However, an agreement has been reached with local authorities from Austria and Italy paying subsidies as well as FS (Italian Railways) reducing their operating charges by 20%. The trains will now continue until June 1996 and stops within Italy are now envisaged.

After a long break due to the Yugoslavian civil war, trains were restored from Zagreb to Split on the Dalmatian coast from 27th August. Trains had only been operating from Split to Sibenik until Croatia regained control of the Serb-held enclave around Knin which lies on the direct route.

CNC Orders RoadRailer - One of France's two main intermodal operators, the Compagnie Nouvelle de Conteneurs (CNC) ordered 30 RoadRailers on 25th August. The trailers ordered are capable

of 120 km/h and have an axle load of 22.5 tonnes which allows a payload of 26 tonnes or 33 pallets, equivalent to a 40 tonne lorry and 20-30% more than a standard container.

Sea Containers Ltd, operators of the Venice-Simplon-Orient Express, have decided not to proceed with bids for franchises to operate parts of British Rail. The reason given is that the British Government has refused to offer franchise periods long enough to justify capital investment and without this the rail network would deteriorate. James Sherwood, Chairman of Sea Containers stated that the Government really only wanted the network to be managed for the primary benefit of Railtrack and the rolling stock leasing companies which are being sold off to private investors.

The equal partnership merger of the railway activities of ABB of Zurich and Daimler-Benz of Stuttgart has created the world's most complete provider of railway systems now trading under the name of Adtranz. In addition, the group has entered into an agreement with General Electric Transportation Systems (USA) for the development of a new locomotive. The prototype will roll out of the Adtranz factory at Kessel, Germany, in November this year. Production of the six axle locomotive with less than 25 tonnes per axle is expected to commence in 1997.

Eurostar to Lyon and Amsterdam: operators of the Eurostar are studying the modifications necessary for Eurostar sets to operate under 1500V dc overhead, the supply system used in the Netherlands and southern France. It is likely that the summer 1996 service, with 8 trains per day on London-Brussels and approximately hourly trains on London-Paris, will stabilise, leaving almost half the train fleet available for other services. In principle, operation under 1500V dc should be no great problem as Eurostar can already run off 750V dc third rail and 3000V dc overhead.

A strategic plan defining a network of essential rail lines in France has been delayed until the end of 1996. SNCF is impatient to know the contents of such a plan in order to request subsidies for loss-making lines considered to be of strategic importance or for the go-ahead to close those which are not.

Branch lines in the old East Germany continue to close at an alarming rate. On 30/11/95, Berga-Kembra to Stolberg closed because of unsound bridges and Salzwedel-Dähre and Querfurt-Vitzenberg are expected to close on 1/3/96.

From 1/1/96, Netherlands Railways (NS) became an autonomous and financially independent body. Despite this, NS continues to receive NLG 350 Million in subsidies per year to compensate NS for reduced fares for certain categories of traveller. This sum is expected to reduce to zero by 2000.

TGV TGV TGV

The introduction of TGV sets on Paris-Brussels services, albeit without significant acceleration, has brought 10% traffic growth on affected trains since January probably because of increased reliability, loco hauled trains via the historic route continue to suffer from very poor time-keeping.

Mâcon-Genève LGV Revived - The project to build a high-speed line from Paris-Lyon LGV Sud-Est at Mâcon to Genève has been revived by French and Swiss governments after a new study showed higher estimates of passenger numbers and lower construction costs which would bring the project nearer to viability.

LGV-Med Works Begin - Construction work has started on the LGV Méditerranée project which will extend the Paris-Lyon-Valence high-speed line via Avignon to Marseille and Montpellier. When complete in 2000, Paris-Marseille TGVs will complete the journey in 3 hours.

High-Speed Lines in Question - The recently appointed transport minister has requested a re-evaluation of France's strategic plan for high-speed lines in the face of SNCF's increasing financial difficulties. Although the Valence-Marseille/Montpellier LGV-Méditerranée is under construction and the government has promised that the Paris-Strasbourg LGV-Est will be started in 1997 or 1998, other projects such as Lyon-Torino, Dijon-Mulhouse and Montpellier-Narbonne-Barcelona may be slowed down and the least economic projects dropped completely.

Plagiarism

by M.D. Hardy WA

Plagiarise or plagiarize vb. to steal [ideas or passages] from [another work or author]. [Latin *plagium* kidnapping] - 'plagiarism' n - 'plagiarizer' or '-iser' n. [Wilkes & Krebs (1991, page 635)]

You may be wondering what this article has to do with model railways and why it would appear in 'The Branchline'. Any published work which uses quotations or borrowed material [and this includes 'The Branchline' and 'Journal'] is guilty of plagiarism unless credit is given to the original author or publication.

A suitable acknowledgement after the quote would consist of the author's name, followed by the year of publication and page number in brackets. This is known as the Harvard system of referencing; full details of the publication should be listed in the bibliography. Alternatively the quotation could be included in the narrative of the article, e.g., "using the original circuit for the wiz bang gizmo described by Shortz Erkit in the February 1987 Electronic Enthusiast, I modified the. . .".

Wherever possible the reference should be to the original author, however there may be occasions where this is not possible. In this case you must

use the publication from which you took the information as the reference, failure to do this would leave you open to litigation.

Any of the following can be considered as an act of plagiarism, unless suitably acknowledged:-

Copying any part or parts of a document, drawing or audio/visual material [including computer based material]

Using or extracting another person's concepts, experimental results, or conclusions

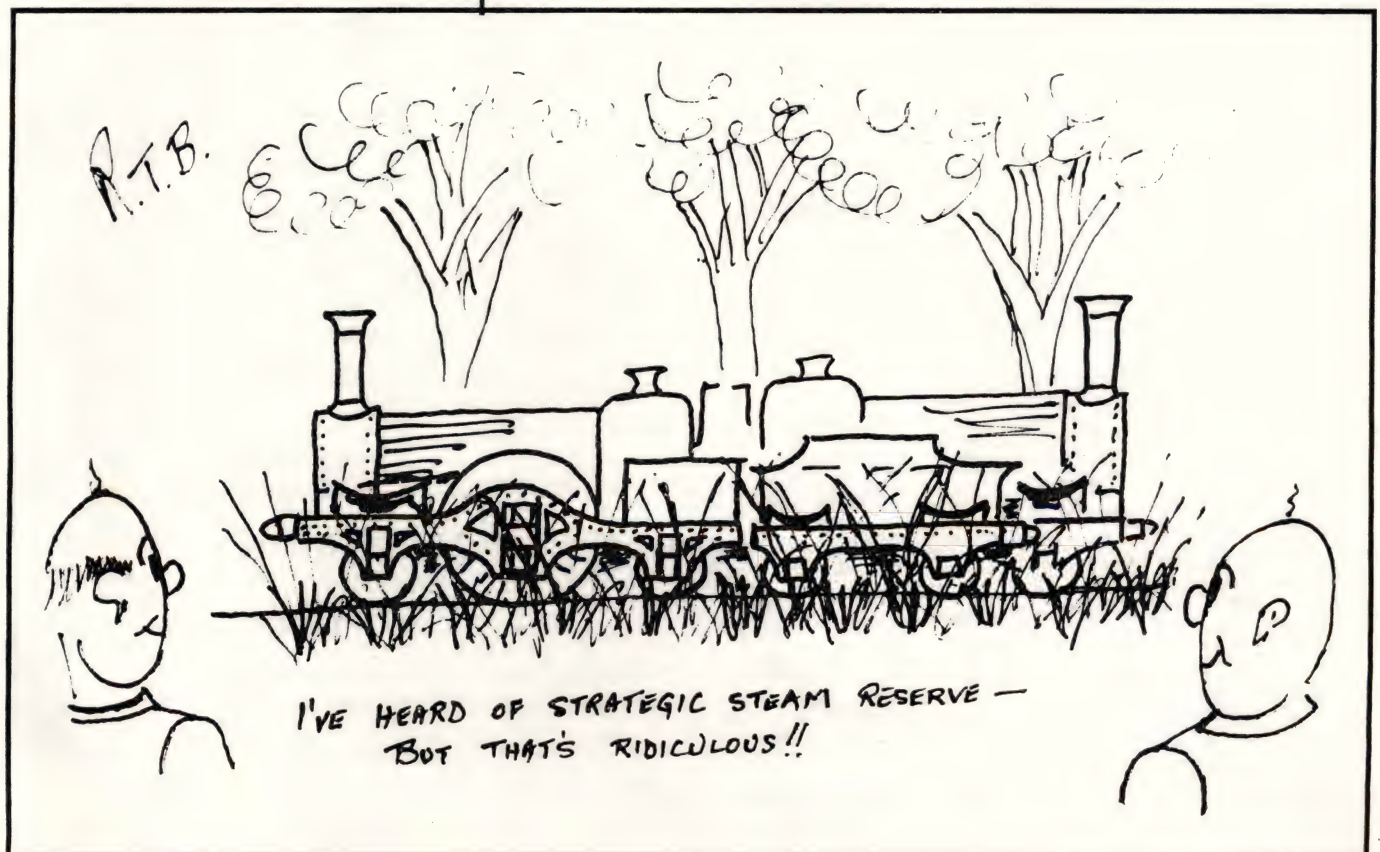
Summarising another person's work

Claiming sole credit for any work where there was collaborative preparatory work [Curtin Student Guild, Diary 96, page 50].

The original publication from which the above paragraph was taken was the Curtin University Handbook, 1994 and was used as an example of plagiarism as the extract was not sourced.

Let's face it; if you had written an article or designed something you would be angry if someone else passed it off as their own. Give credit where it is due!

Bibliography:- Wilkies, G. A. and Krebs, W.A. Collins Australia Pocket Dictionary of the English language, HarperCollins Publishers, 1991



How it was 40 years ago

by A.W. MacDonald Qld

A switch from the Mayne to the Woolloongabba roster in mid-1954 brought me into contact with something not previously experienced. The afternoon trains, the first after "school's out!", saw large numbers of students entraining at a time. It was noticeable that this happened in areas where education facilities were concentrated. Vulture Street, Lindum, Salisbury and Coorparoo were examples of stations at which, in spite of the throngs, little or no staff were on hand to keep unruly or boisterous youngsters in line. Boys, and at times girls, of this type of element would, on occasion, pelt loco crews with lunch leftovers - banana skins, or apple cores, as the train drew into the platform. With some Drivers and Firemen well on in years, these kids seemed to show a little respect for the elderly, but the younger men in both grades got the "treatment" fairly often.

At Park Road station, the kids from the Opportunity School copied their peers from the ordinary school, but frequently threw small stones, or pieces of coal, mostly thrown from the overbridge as the engine passed under. I contended with this situation for the next fourteen years. Fortunately, no-one ever got hurt, so far as I know. I didn't take long to retaliate, where it was obvious what was on, mostly a small group congregated near where the engine would be going to stop. From a mug kept handy, a small amount of water would be swooshed by myself in their direction, bringing sounds of glee from the nearby onlookers! As they grew older, some of these would be hooligans probably graduated to bigger, better, brighter things.

One occasion saw our train run into Hemmant Station, about eight o'clock at night. An empty forty-four gallon oil drum, placed at the entrance to the platform, and under the platform lip, gave us the fright of the year when the engine hit it, as it ground along in a dust storm, till the train came to a standstill. Damage had caused the loss of air for the brakes. With the Westinghouse out of action, we had to work the train to South Brisbane at a reduced speed, relying completely on the tender brake, with help from the Guard via the van hand brake.

There must have been a dedicated vandal in the district, for, soon after that incident, another occurred. Working the same timetabled train, with a different driver, and a couple of kilometres back, we were between Wynnum North and Lindum. Really galloping around the curve ("near the

mango trees", to describe the exact location), our engine hit a porcelain lavatory pedestal which had been placed between the rails. That sounded like we had been bombed, lumps of porcelain flying in all directions.

Over the years ahead, I encountered other sundry acts of vandalism, fortunately none of a more serious nature. The oil drum experience was shared with Driver Bill Hargraves. At a later date, working with him again on a night hours train, another incident caused us some concern. We were drifting down the grade from Altandi with a small load of goods. Just through Sunnybank station, it sounded as though we were being machine gunned, or at least being shot at with an automatic weapon!

A full emergency application of the brakes brought us to a stop quickly. Things seemed normal again, so, after a brief discussion, we started to move off again. But the 'shooting' started again, so once more, an emergency stop. A quick check around the engine revealed more bullets - spaced out on one rail for a short distance ahead of us. Our problem was solved.

I wrote earlier about being through the catch points and in the dirt, for which the Driver and myself were fined one Pound (\$2.00), about "trusting nobody", and "check for yourself". I didn't let the lesson really sink in. Some time later, another experience with Bill Hargrave cost both of us a fine of one Pound. With a name like MACDONALD, I didn't take kindly to losing money in this fashion, so I finally got the message. From then on, I was only involved in incidents or accidents over which I had no control. The fine was brought about because I lowered my guard repeatedly on one particular job, which ran five days per week.

Coaches parked at Cannon Hill for most of the day formed the consist which made the morning run to the Queensland Meat Export Board, thence back to South Brisbane with the butchers after their day's work. On this occasion, as was usual (and probably had been for many years), we were shunting the train out of the Cannon Hill Station yard, being directed by a very senior Porter, while the Guard who should have been doing the job was having a cuppa in the Signal Cabin. Scotty, the Porter, was riding on the steps of the loco on my side as we pulled ahead a train length as directed by him. "Stop!" was followed by "Righto, back!"

We had no sooner started to push back

when Bill said, "Hey, where are we going?" and hit the brake. He was looking back along the five vehicles, and saw the rear van was turning towards his side of the train, going where it should not have been. Too late, the bogies were on dirt, and the coach leaning over at a crazy angle. That afternoon, the abattoirs train did not take the Branch ex Cannon Hill, via the stock saleyards, up the hill and past the oil companies' sidings and down to the QMEB works on the river.

Hastily organised buses did the job in lieu. Of course, "please explain(s)" arrived from the General Manager's Office, in due course. In our replies, both Bill and myself admitted derailing the van (it certainly was off the track!) but we both stated the van appeared to have split the points, and neither of us mentioned the Porter or Guard being involved. Obviously, the points had been split, but only because Scotty stopped us with the points between the bogies. Consequently, the rear bogie went where it should not have, while the other one went where it was supposed to go.

The General Manager's Office did not buy our explanation, hence the fine. The next time I worked with Bill was a couple of weeks later. He told me he was going to appeal against the fine. I said, "No, let sleeping dogs lie. Otherwise, others will become involved, and it will end up with extra people being fined too!" Bill agreed that he wasn't desperate to get the Pound back, so that was that. "Oh, what a tangled web we weave!" In reality, with the points lever at the far end of the train, on my side, I should have checked to see how they were set, in relation to the van.

MORE TO FOLLOW.

A New Model Railway Magazine

For those of you with a strong interest in narrow gauge railways a new magazine has been produced in Australia with you in mind. Titled *Narrow Gauge Downunder*, it will be produced initially twice yearly. Produced on glossy paper with BIG print it makes for easy reading. Items in the first edition, Summer/Autumn 1996, feature the Eureka Valley Narrow Gauge, a branchline set in the North Central Region of California in the 1940's. Other articles include building a Westside Lumber Co Caboose #4 in On3, a freelance narrow gauge halt, a track plan for The Wheelers Mill Railway in On2½ based on VR narrow gauge practice, building a Port Lincoln Division (SAR) brake van and kit bashing a Conoco tank car #8 in On3. Reviews include Murphy's Store, a kit in 1:48 scale, 303 Tips For Detailing Model Railroad Scenery and Structures by Dave Frary and Bob Hayden, and a NZR TR Class Drewry diesel kit in Sn3½ scale. There is also good support from advertisers with all sorts of NG products to sell you. A most worthwhile magazine which deserves the support of the narrow gauge fraternity in Australia.

Geoff Brown

Controller Plugs and Sockets

by Steve Malone

Since the walkaround controller was invented there has been a constant search for good, easy to use, robust and inexpensive multipin plugs and sockets. Telephone plugs have been used, both the flat phone type and the older single pin headset type. The types available from some common electronics stores, like the Din type, are not robust or simply not suitable.

Some years ago, when cleaning out an estate for an electronics wizz modeller who had passed on, we came across a robust 6 pin plug and socket, which have proved to be ideal. The attached drawing shows the pair. The set was unusual in that the free socket is male in body yet has female connections. The matching panel mounted plug is really a female arrangement with male connections. Quite different to what we are used to. Of course this arrangement is only available in Sydney. A notch in the (male) free socket positively locates the free socket into the panel mounted plug with great ease. However this arrangement has proved to be ideal for our uses, as the free socket (you know, the male that is really a female) which is on the end of your handheld controller lead has no projecting electrical pins to be damaged during use.

At the Queensland Branch Club layout we tried out this plug system on a walkaround memory controller, known as Controller Number 2. It worked very well

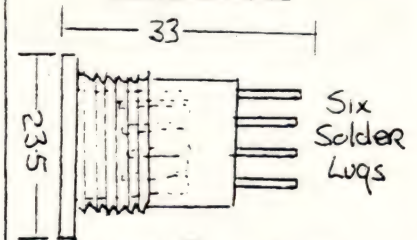
for many years until the QR asked us to depart, when the layout was dismantled and we moved to Zillmere.

We have decided to use this type of plug and socket system on the new club layout, which features a walkaround 100m main line, divided up into eight main sections between main stations. Branch members requested that with the new club layout electrical systems be kept simple, as previous layouts used complex telecom equipment. To achieve this each mainline section, 8-9m of track, will have one panel plug so that whoever has their controller plugged in has the staff for that section. This is a similar system to that used by the Melbourne Model Railway Society in the Clubrooms under the church, which sadly was destroyed by fire a few years ago. (This system is also used on the current MMRS layout - Editor)

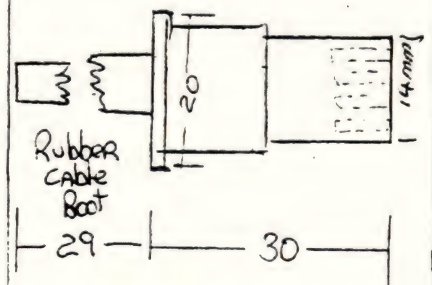
The new system needs no main panel; it is all locally based. It will also mean far greater use of the club layout, doubling the capacity of the layout from 3-4 trains to over 7 at any one time, in a prototypical manner.

We needed to purchase more of these plugs and sockets and found the closest supplier was Farnell Electronic Components, 72 Ferndell Street, Chester Hill NSW 2162. Sales Telephone 02 645 8888. Cost per unit approx \$5.00 plus tax.

Circular Multiple
6 Pole 3amp Connector
- ideal for plug in train
Controllers.



Panel Plug 314432
19mm Panel hole Required
Lock Not Supplied



Free Socket 314420

Have You Seen?....

by Ted Thoday

..... "Railway Modeller": March

Railway of the Month is Askrigg Bank, a scenic North Country layout in 00. Exeter St. David's in N scale - part 1, rationale for a layout. Modifying the Peco bufferstop model to make a number of variations to suit particular localities. Plan of the Month is Abingdon, Berks [your scribe use to live in Abingdon, the model captures the station and its surrounds very well]. Using Hornby wagon chassis as the basis for bolster wagons modelled in 1:34 scale on 16.5 gauge track. An update of Parkwood manor the very large 00 layout of Carshalton and Sutton MRC. Scale drawings of Southern Railway N class 2-6-0 includes photographs and prototype information. Constructing curved platforms. Drawings, photographs and information on Warflat and Tank Ramp wagons. Prototype clutter photographed and modelled. Student Modeller describes Arlesby, a branch terminus in N. Latest Reviews looks at N scale class 31 from Graham Farish; TPMs 100 tonne tippler and Oleo wagon buffers in N; Bachmann Class 158 Super Sprinter; 47 411 Greyfriars Bobby; a limited edition set from Harburn Hobbies;

latest private owner wagons from POWSides; replacement wheel sets [00, EM and P4], smoke box door darts and handrail knobs [4mm and 7mm scales]; paints, livery sheets, etc., from Phoenix; Bachmann PO wagon 'Shireoaks'; Springside catalogue; Fox Transfers catalogue; Southern Pride roof detailing parts; Newsdesk Information reports on Toy Fair 96, Wychbury Loco Works new division Agenoria Models developing etched industrial and narrow gauge kits, details of first two.

..... "Model Railway Journal": No. 85

Small Suppliers Forum looks at Harburn Hobbies latest limited edition Class 47 from Lima; revised Skinley Drawings catalogue; Taylor Plastic Models change of address and latest release; Parkside Dundas 4mm and 7mm scale wagon kits; Townstreet's 4mm scale pillars, spans and associated brickwork; Roy C. Link 7mm narrow gauge twin wagon fuel bowser and 40 gallon oil drums, plus his product and narrow gauge handbook; Acrylic lining inks from Gerard Huet; Agenoria Models 7mm scale kit for

Avonside 0-4-0ST; Peter K [London] releases 4mm and 7mm scale kits for 'River' class locos; Chowbent Castings planned increase in their Clayton 43ft and 45ft Midland coaches; SR7 Group's 7mm scale signalling and point cranks; Taylor Plastic Models 4mm scale yard lighting tower kit. David Jenkinson's last great project, his 7mm scale model of the Kendal Branch. Creating a Midland bogie coach in 7mm scale using parts from the Salter's six-wheel coach kit. Slow acting point machines reviewed. Construction reviews of London Road Models NLR 4-wheel coach kits and Connoisseur Models 7mm scale kit for LNER J65. Layout design uses Stamford as the basis for a layout suggestion. Modelling LMS cattle wagons using ancient Slater's kits as the base.

..... "Model Railway Journal": No. 86

Small Suppliers Forum looks at 5522 Models proposal for a 4mm scale kit for a GWR 10ft Dean coach bogie; Mendip Model new address; Fox Transfers 64 page catalogue which illustrates most of the range and also has positional diagrams; Dave Bradwell has taken over production of Malcolm Mitchel spring coach bogie units; London Road Models MR/LMS 4mm scale 1400 class 2-4-0 kit; Blackwoods Miniatures 4mm narrow gauge kit for Festiniog's 0-4-4-0 double Fairlie; Connoisseur Models 4mm 'pocket money kit' for BR standard 4 wheeled brake van.

Tim Watson scratchbuilds a 2mm scale Great Northern Baldwin Class H1 2-6-0 No. 1196. East Lynn, an 'S' Scale layout based on the GER. Barry Normal uses the Isle of Wights Brading to Vembridge line as his inspiration. TOPS fonts in exchange for an IBM-format 3.5" disc. Converting the Lima power car to a parcels van. Review of Parkside 4mm scale kit of BR riveted 16-ton mineral wagon. Making a scale micrometer. David Jenkinson describes his Last Great project. How to shorten small bushes.

..... "British Railway Journal": No.56

Locomotive liveries of the GWR Northern Division. Description of Glenfield on the former Leicester and Swannington Railway. In BRJs 41 and 43 Adrian Gray looked at Blaenau Ffestiniog, this issue has part three which looks at an unusual method of narrow gauge lines crossing standard gauge. More photographs of the Tanat Valley Line. Photographic look at the Eastleigh Works of the Southern Railway. More from the diaries of V.R. Webster.

"Great Western Railway Journal": No.17

Lengthy article on Postwar Tavistock, supported with many photographs and Ordnance Survey map. Description of Kidderminster Museum. Queen class 2-2-2s, photographs, drawings, allocations and use. Definitive article on the 70ft South Wales Coaches of 1923-1926, detailed description drawings, photographs, allocation and train formations. Drawings of Hay Mill signal box. Part 3 of Birmingham Hockley goods station. Six pages of detail photographs of 45xx class 2-6-2T No. 4555.

..... "Steam Days" March

A pictures and words look at the 'Saint' class 4-6-0s of the GWR. Description of the services, traffic, signalling and motive power on the North Wales Coast route, Chester to Holyhead. The Oxted line in steam days. A potted history of the Deeside Railway. A young fitter describes his days at Hull [Dairycoates] shed. A 1958 visit to Eire in search of the remaining steam power.

..... "Steam Railway" March

Tributes to the late Terence Cuneo, well known artist particularly of railway subjects. Twelve pages of news on preserved railways, plus two pages each on narrow gauge railways and the world scene. Nigel Harris describes two firing days on SMT 4-6-0 44806. Mailbag covers a range of subjects, one of which is the plagiarism of photographs [particularly relevant in view of David Hardy's article on plagiarism]. Where to find steam in northern England. LNER B12 8572 has been operating on the NNR for twelve months, how has it performed? Gallery has four pages of evocative colour shots of steam in action. Will 6201 Princess Elizabeth be ready to celebrate the 60th anniversary of the November 1936 non-stop runs between Euston and Glasgow? Rail Regulators 'Consultation Report' slams RES and RailTrack, but there is some hope yet. Part 1 of Glorious Years - recalling BR steam before 1968. Steam traction in China, words and pictures. How steam reversers work. Modelers in Gauge 1 might be interested in an advertisement on pages 80 and 81.

Have You Read?

by Ern Raddatz

Continental Modeller January 1996:

Beyond Bulliac, a very well known and highly regarded NSW layout which has appeared at many exhibitions; Along the Ostbahn, a journey through history along the main line from Berlin to the former East Prussia; A Curved Stone Structure, building a structure to fit a space; An Indian Narrow Gauge Coach, notes and drawings for the intending modeller, N-Scale Unlimited, a special interest group in Holland; Coaching Stock of the CF do Estado, a continuing look at the Portugese narrow gauge; Ofenburgbahn RhB, continuing the story of the Bahnhof Buffalora in HOm from the December issue; The Other Harz, some notes on what lies beyond the narrow gauge; Latest Reviews, includes a look at the NSW 38 Class from Precision Scale Models.

Continental Modeller February 1996:

Ost Farleig, a compact German prototype layout in N; UIC high sided open wagons looking at both types of these post-war wagons; Paimpol, another layout suggestion with a Breton flavour, Swiss Period Road Vehicles, adapting British products for European use; By Rail to the Andes, narrow gauge amongst the Incas; Modelling a Waterfall, techniques applicable to any scale; South African Class 23, an elegant and powerful main line 4-8-2; Larchmont & Green River, an American bridge route modelled in HO; The ZTC Digital Controller, an innovative and versatile control system; Latest Reviews, looks at NSW rolling stock and signals

Continental Modeller March 1996: Rijkderdam, a Dutch dockside teminus

modelled in HO scale; Köf shunters, these useful little machines have been around since the 1930s, The Railways of Japan, part 8 of the story looks at the AC and multi voltage electric locomotives, Katepwa, a Canadian layout in HO scale, Coaching Stock of the CF do Estado, part 10 of this continuing saga, D&RGW Combine 212, coach construction in HO3, Treibach-Althofen, a look at an Austrian station which has standard and narrow gauge lines, A Mixed Gauge Crossing, a diamond for HO and HOe to cross on the level, Steintalbahnhof VI, a simple German HO scale display layout, Les Secondaires, a short guide to sources for French minor lines, Surava, a Swiss layout in Om, 1:45 scale 22.5mm gauge, Beyond Bulliac, continuing the account of this ambitious project to represent part of the NSW north coast line in HO scale, Latest Reviews looks at products from around Europe.

Continental Modeller April 1996: Hochdorf, German narrow gauge modelled in HOe; The Bavarian D VI 0-4-OWT, a diminutive and appealing period branchline loco modelled using the Model Loco (DJH) kit; SNCB/NMBS - Belgian Railways, the steam locomotives and available models; Die Traumanlage, the dream layout built for someone with the space and money; D&RGW K-28 2-8-2 No. 478, the "sport model" depicted in HO3. This issue ends with a long account of new products with the Numberberg Report.

Two new international modelling magazines have appeared in England. The first is International Railway Modelling of which two issues have been published. It

is to appear quarterly and comes from the same stable as "British Railway Modelling".

International Railway Modelling Winter 1996: Glendale Springs, a look at an impressive but rather clinical looking American layout in HO; The Railways of Majorca, a look at this island's railways which has already been covered in CM. No mention of the island's most famous Australian resident; First Steps in South American Railway Modelling, researching a rarely modelled continent and the models available; In America, a trip down Washington Street, Syracuse, New York State by train in the 1930s; House to Haus, European houses using the Airfix (now Dapol) house kits, quite useful considering the cost of the all-singing, all-dancing German plastic kits; Trains in the Rain, running LGB in a Scottish garden; A Foreign Language, translating American railway terminology into English; Aster Gauge One, what one could run in one's garden if one could afford it; Contact Strip, descriptions of various clubs devoted to non-British railway modelling; NS1600 Dutch electrics and their models; The Anglia Valley Division, an American scheme in N-scale for beginners; Memo from Mogul City, dispatches from the home of the Mogul City Museum Railroad in the United States; Eisenbahn Modellbau Tage, with photos of the Swiss railways rolling stock on display but none of the layouts!

International Railway Modelling Spring 1996: Lake Shalona, D&RGW layout in HO3 and quite attractive; Power to the Heights, a suggestion for modelling the Schynige Platte Bahn in Switzerland, a rack railway which uses vintage electric traction; Vintage Märklin in the Loft, a layout in the loft which runs early Märklin; Mountain Climbers of the PLM 241A, a

Continued next page

Martindale Creek On Exhibition

by Rod Tonkin

Exhibitions are a large part of our hobby in this country. They are our contact with the world. I joined both AMRA and SCMRA at exhibitions. Exhibiting your layout, rolling stock, club or society is the best way of promoting our hobby.

My home layout Martindale Creek is not a good exhibition prospect. The best viewing side is the operating side. This shouldn't be surprising. It's my layout that I operate all of the year. The operators need to be there to operate the local control panels. Visitors would be treated to the operators backs. This tends to reduce the chances of conversation considerably.

We moved to Perth in 1992. My existing Martindale Creek exhibition layout was a little small to exhibit at the June long weekend AMRA WA Branch exhibition. A slight rebuild was in order. A major criteria was it all had to fit into the family station wagon with two people on board. All meant: layout, power supply, trains, signs and essential tools. The two people in the wagon had to be able to: load the layout and supplies into the wagon, unload and set up the layout display, dismantle and reload into the wagon and finally unload the layout and store the equipment on returning home. *48" x 39.37"*

The original 1200mm by 1000mm layout frame was retained. Two new 1200mm by 450mm extension frames provided space for a pair of staging yards. The new arrangement was a crossing point on a single track mainline fed from a staging yard at each end of the layout. The new arrangement gave 2000mm long trains, an improvement on the original layout. *78.7"*

Have you read...continued

look at the four cylinder compound 4-8-2s which were a troubled breed; First Thoughts, researching and modelling Dutch railways in HO and N and the available models; The Saltzkammergut Railway, an Austrian cross country branch line which has short length trains; Blausee-Mitholz, building a model of the Swiss BLS station in HO, the station building for which is available as a kit from Kibri; Memo from Mogul City, the continuing saga; The Railways of Majorca, a December 1995 update; Club Profile, a visit to the City of Cockburn -MRC, a West Australian club which concentrates on American railroads; Contact Strip, wherein clubs are invited to forward brief details of their aims and objects.

The other international modelling journal is "Model Trains International" which I have yet to see. Three issues of this bi-monthly magazine have been published and it is only available by direct subscription or through selected hobby shops in the UK. It is published by Krystall Produc-

To achieve a more effective scenic effect the track level was raised. The track was laid on 3mm plywood supported on 50x25 pine blocks laid on edge over 3mm plywood glued to the pallet planks. The staging yard modules are 50x25 pine perimeter frames with 3mm plywood decking. This decking is level with the track bed on the pallet section.

The leg system was designed to be easy to erect and dismantle. The pallet based module has two sets of folding legs.

The new layout had two working industries; a mushroom farm in an abandoned coal mine and a gravel loader. This gave the possibility of working local freight trains in with through freight and passenger traffic.

A major change was using *15"* 381mm radius curves on the passing loop. This improved the scenic effect at the expense of operations. Only eight wheel diesels can run on the passing loop. On exhibition this didn't prove a problem.

The model depicts the railway following a river valley theme of the original Martindale Creek. The track crosses the creek twice. This provided the opportunity for some bridges. Three are ballasted steel deck girder bridges. The other is a ballasted deck timber trestle. This is to fit the theme of a modern railway gradually replacing timber bridges with steel and concrete structures.

I like to see exhibition layouts operating smoothly. As it is my own layout I had control of pre exhibition trials. The power supply system was fully tested. All rolling stock to be exhibited was tested. Non-per-

tions which formerly published the now defunct "Scale Model Trains". At the moment I can only quote the review printed in the SNCF Society Journal by Andy Hart: "MTI simply takes over from where Scale Model Trains left off: the presentation is hardly distinguishable. Those who loved the previous publication will love this one. It has the same mix of features with a "how-you-can-do-it" rather than a "how-I-did-it" approach. Of course it includes both British and overseas material (the latter emphasising Germany for the first issues). The pages are well-packed and look "busy" in contrast with IRM which uses a very light typeface giving an almost bleak appearance. Unfortunately, Chris Ellis has been let down by his picture-processor, with some very muddy results; he is aware of this and has taken steps to get it right." We have been told that Scale Model Trains went out of print due to the rising cost of paper and I believe this was assisted by the lack of advertising in the magazine. I hope for the long-term life of its replacement that the publishers have increased their advertising revenue to increase their funds.

formers and problem wagons didn't get a guernsey. The operating sequence (I wouldn't call it a timetable) was trialled. Handling wagons and locos in the staging yard was practised. Assembly and dismantling was also practised.

This Martindale Creek version was shown at the 1993 AMRA WA Branch exhibition. It performed well. Operations consisted of closely spaced freight trains with the occasional passenger train. Local freights shunted the industrial sidings between heavy mineral trains and fast freights. It proved easy to operate. Lunch time relief crews were instructed and operating solo in minutes.

One area Martindale Creek as originally built lacked was the visible staging tracks. The 1994 modifications aimed to address this. My work in the resource industries has shown me how big even a small modern mine is. The 2400mm long staging track area gave me a chance to model a part of a modern mineral processing facility.

Glen Gallic is shown on maps of the Martindale Creek area. I've run the Conrail main line past Glen Gallic. It would be the coal mining centre. The fictional "Glen Gallic Coal" coal mine was modelled. The size of modern coal mines (or any other type of mine) precludes modelling the whole operation. Only the coal preparation plant, clean coal stockpile bins, sample plant, road load out bin, train loader and interconnecting conveyors were modelled. Even with selective compression it took up 2400mm.

Despite some appalling weather the modifications were completed on time. All systems tested out satisfactorily and we were off.

Operation at the exhibition consisted of local freights, through fast freights and coal trains. An enjoyable three days.

A review of the 1994 exhibition showed room for improvement. The local industries at Martindale Creek were too small for 1980's operations. The coal mine track layout was too fussy to operate.

For 1995 some changes were in order. Both industrial sidings at Martindale were removed. The coal mine trackage was reorganised. It now had rail access to Martindale. I removed most of the safety signs off the coal mine. One viewer was adamant it was a wheat silo. I sadly had to advise him it wasn't. A new larger industry (I never decided what it produced and no one asked) was located next to the coal mine.

Early in 1996 Martindale Creek was rolled out for its annual pre exhibition reconstruction inspection. The coal mine structures had become rather tatty. The 1995 track layout to the coal mine had a nasty "S" curve. This stopped large locos (Dash 8-40Cs) operating into the coal mine. The coal mine has been scrapped. The branch to the coal mining area has been realigned to remove the "S" curve. Martindale has a new industry (as yet what it will be is not certain) off the main line. Operations this year will be through freight, through coal traffic, coal aggregate and logs off the branchline and local freight traffic.

State News



NSW Notes

ANNOUNCING THE 1996 AMRA NSW OPEN MODELLING COMPETITION in conjunction with THE 34TH SYDNEY MODEL RAILWAY EXHIBITION Saturday 5th October 1996 OPEN and RESTRICTED Divisions Six categories covering Locomotives, Rolling Stock and Structures, plus a Secondary School Student's Award Contact the NSW Branch for an information leaflet.

Branch Diary

Friday 23rd February - Layout Operation (Americas)

The American night run saw 22 Club members attend. The evening started out with predominately North American stock but as the evening drew on some English & even a "Tin Hare" ventured onto the metals. My first sighting of an 82 class on the layout occurred - well why not? American designed, the proud owner Frank Garty put it through it's paces. The N gauge layout also received a workout this night, dispelling rumours that trains couldn't run on it due to unsafe bridges caused by lack of finance. O gauge was alive and well and could be heard trundling around overhead. -BG

Saturday 9th March - Work Bee

A good roll up of 16 members for our first monthly clubroom maintenance day. After a slow start several projects were tackled with quite a deal of enthusiasm. Areas were cleared under the HO layout, rubbish removed and generally tidied up whilst another group settled into sorting and cataloging books donated to the library, a task which has been left to Bob Poole to undertake on his own in the past. Magazine racks were sorted and restacked. Other groups targetted odd cleanup jobs inside the hall; as it was not a dry day outside jobs were left to the next month. Next month's activities are planned to be: painting the ceiling (with hired scaffolding); painting the carpark lines; and cleaning up

under the floor. -IM

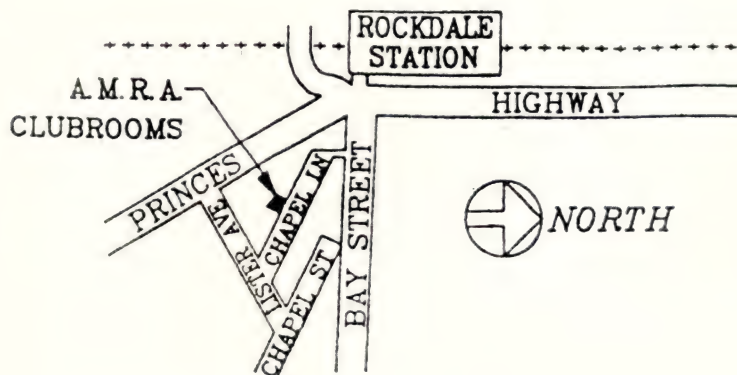
FOOTNOTE: If you can see a job that could or should be tackled on Work Bee days, why not jot it down on the appropriate area of the blackboard?

Saturday 30th March - Ho Prototype Operating Group

DEMONSTRATION: This timetable demonstration by the Branch's first "Special Interest Group", which up to last year had been held in December, was organised at short notice due to the wishes of Macarthur District Model Railway Club to postpone our interclub visit to a date to be fixed. MDMRC are making real progress on their Menangle Station premises and look forward to hosting AMRA in the not too distant future. "POG", as it is usually known, is simply a group of AMRA NSW members who run timetables on the HO layout once a month. While not purists by any stretch, the group operates the whole layout in a more serious manner than normal programmed running days. Much emphasis was placed on explaining what POG is about and how the group and it's timetables are organised, with most members taking the opportunity to peruse copies of POG's "Instruction Book". This book is also available for borrowing from the Library. The timetable itself was one specifically written for demonstration purposes, with plenty of time for the operators to explain what was happening & let others "have a go". It features a ballast/works train on the Green Valley branch, as well as the usual passenger, through & pickup freight trains covering the whole layout. If anyone is interested further, the POG boys can usually be found at Rockdale on the fourth Sunday afternoon of each month - ring the Club first to confirm. -GP

Layout News

AS OFTEN HAPPENS in the bi-monthly cycle of "Journal", no sooner had the ink dried on the request for a Guessing Competition layout design than a near-complete HO layout was found and ac-



quired, complete with 2 locomotives & rolling stock. The vendor was member Bruce Akridge of Moss Vale. Some of the outstanding items on this project are completion of ballasting and trestles. AS HEADLINED LAST issue, the HO juniors layout will be turned into a "U-drive" layout for use at the Exhibition. A crew has been assembled to oversee the work, comprising: Ross Stell (supervisor), Les Blackmore, Bob Comerford, Peter Mahoney, Jackie Spinella and Joseph Spinella. The crew will welcome any coordinated assistance you may be able to give.

Exhibition News

HERE'S YOUR CHANCE to be famous! We are again this year looking for a feature photo for publicity and the Exhibition Guide cover. The subject should be a model rather than prototype, the shot evenly lit so that it prints up ok, and be an original work, colour or B&W. Credit will be given for the use thereof. If you would like to submit any shots, please contact Glenn Percival or any COM member before the end of June.

AMRA NSW Clubwear

The current order period will close at the END OF MAY. If there are any members who are considering the purchase of shirts or jackets (new or replacement!) - now is a good time to order! Shirts may now be ordered with a preference for either the existing beige (natural) or a smart grey/white fleck (pewter). Replacement order forms should be available from the Clubrooms and Federal Registrar (in new members' mailout).

Library News

Please note that Library fees are now due. Details are as follows: Any usage of the Library, whether it be at the clubrooms or for borrowing, costs members \$2 each for the year between Branch AGMs (February to February). All Library memberships fall due at AGM time. Not all books are available to be borrowed (taken outside the clubrooms), in particular several irre-

placeable works have disappeared over the years and all works are being reassessed as to whether they may leave the premises. In short, "red spot" books are reference works only whilst "green spot" books may be borrowed out.

Errata

The author's apologies to MIKE Pearce - in last issue's COM list he was incorrectly labelled "Mark". Sorry!

Members' Discounts

The establishments listed below have indicated they will favour A.M.R.A. members as detailed. To obtain the consideration listed, members MUST show a CURRENT membership card (establishments know what to look for), and be at least a little discreet. In the words of one retailer, "When we have offered extra discounts we have been embarrassed with the situation of such a member announcing that he should get a discount on \$2 worth of track pins. Other customers then cannot comprehend why such a clown gets 10% when the twenty or thirty dollar purchase they are making doesn't seem to qualify." CASULA HOBBIES, LIVERPOOL now offer 10% off. HOBBYCO, CITY will offer 10% off across the store, except markdowns and specials. PUNCHBOWL HOBBY CENTRE, BANKSTOWN will offer 10% off, except consigned goods. SYDNEY HOBBIES, DRUMMOYNE will offer 10% off models only, cash or cheque customers. A larger discount may be available for bulk (Club) orders. THE MODEL RAILWAY CENTRE, GYMEA will offer 10% off, except on consigned goods. TOYMAN IMPORTS/YENNORA HOBBIES, YENNORA will offer further savings on their regular prices wherever possible. VAGGS HOBBIES, MIRANDA will give 10% off. CRONULLA STEEL FABRICATORS, 6/141 Taren Point Rd CARINGBAH, will give favourable consideration to members. This firm was involved in shoring up the frame that the "Hawkesbury" layout travelled in. More establishments will appear as confirmed, and this list also appears on the "A.M.R.A. N.S.W. Shop" noticeboard in the foyer.

The AMRA NSW Shop

CLUB SHIRTS Adult sizes 16-26 \$26.00 ea. Postage (if desired) \$2.00 ea. Personalised embroidered BONDS "The Penguin Shirt" polyester/cotton pocketed shirts. "Natural" (beige) or grey/white fleck in colour, with AMRA logo on non-pocket side & your name above pocket. CLUB JACKETS Adult sizes 14-26 \$38.00 ea. Child sizes 6-16 \$30.00 ea. Postage (if desired) \$5.00 ea. "KAY'S Custom Sportswear" OR "BONDS" premium jersey fleece zip jacket, embroidered and personalised as above. Dark brown in colour. Orders placed for July may be delayed. ORDERS USUALLY PROCESSED late January & July for Clubwear. CLUB VIDEOS A.M.R.A. in '92 \$18.00

ea. AMRA '91 \$15.00 ea. BOTH together \$24.00 ea.
A.M.R.A. in '92 appended to your AMRA '91 \$8.00 ea. Postage (if desired) \$4.00 ea. CALL IN, CALL OR WRITE for order forms for any of the above!
SOUVENIR "SYDNEY MODEL RAILWAY EXHIBITION" MUGS Limited Edition! \$7.00 ea.
GAUGES TO AMRA STANDARDS Limited Stocks! HO GAUGE Wheel/Track
Code 100 \$3.40 ea.
Code 70 \$3.40 ea.
Check gauge \$6.80 ea.
N GAUGE Wheel gauge \$3.40 ea.
Track gauge Code 80 \$3.40 ea.
Code 55 \$3.40 ea.
M.E.K. MODELLING CEMENT
125ml bottle \$10.00 ea.
SELLEYS "AQUADHERE" one litre bottle \$5.00 ea.
ALUMINIUM DIECAST G-CLAMPS \$1.50 ea. two inch (51mm), with plastic foot & handle
C&K BRAND QUALITY SWITCHES
#7201 DPDT \$3.50 ea.
#7203 DPDT centre-off \$3.50 ea.
#7105 DPDT centre-off \$4.00 ea.
momentary action (for your hand throttles!)
LIGHT EMITTING DIODES (LEDs)
1.5mm red \$0.75 ea.
DIODE BRIDGES LIMITED STOCK!
6A - PIV 100V \$4.50 ea.
plastic encapsulation with centre mounting hole
SMALL ALLIGATOR CLIPS packet of 10 \$1.00 pkt
AMRA CAR WINDOW DECALS \$0.50 ea.
affix to inside of back window STYRENE SHEETS (set of 5) 60,40,20,20,10 thou. \$10.00 ea. CORK BALLAST STRIPS 1/8" (for HO gauge) 1m x 4cm \$0.60 ea. 1/16" (for N gauge) 1m x 2cm \$0.20 ea. SAMPLES ONLY IN STOCK: Genuine Pelton Australian scale coal
150g bag \$8.00 ea.
Prototype 160mm max. In O, HO & N scale.

Club Programme Notes

IT IS NEVER too late for programme suggestions so if you have any, please jot them down and send them to the Committee. ADVANCE NOTICE - THE August Annual Dinner will this year be replaced with the AMRA NSW 40th ANNIVERSARY DINNER, tentatively at Rockdale RSL Club, on Saturday 26th October. Expect a big night! UNTIL IT IS no longer required, the 2nd Friday Modelling Night of odd months will see the HO layout unavailable for running to enable work to be accelerated. This will be reflected in the Programme below. AN AIRBRUSHING CLINIC has been set for Saturday August 3rd - known potential volunteers will be contacted in the hope of supplying equipment and expertise. If you can help - don't wait, please contact the COM first. FEEDBACK IS REQUIRED on the following matter: is there a desire to have the clubrooms open when trips are organised

on a Saturday or 2nd/4th Friday? If so, the allocation of a Duty Officer would need to be addressed.

Branch Programme

May

Fri 24th Layout Operation (European)
Sat 25th Open Rooms plus Monthly Forum
June
Sat 1st Members' Auction (please book lots in by 2pm)
Sat 8th Work Bee 10am-finish
Fri 14th Modelling Night Layout Operation (General)
Sat 15th Modelling Competition (plus Loco Drawbar Pull if any takers)
Sat 22nd Open Rooms plus Monthly Forum
Sun 23rd Visit Illawarra Live Steamers Mt Pleasant Railway, Stuart Park, Nth Wollongong. Watch for minibus booking form at Clubrooms
Fri 28th Audio/Visual Competition - all formats

July

Tue 2nd Juniors Layout Operation (General) 10am
Sat 6th Clinic: Electronics - A Primer - Glenn Percival & Ralph Wambeck
Fri 12th Modelling Night & HO Layout Work Layout Operation, O & N Gauges (General)
Sat 13th Work Bee 10am-finish
Sat 20th Layout Operation (General)
Fri 26th Layout Operation (UK)
Sat 27th Open Rooms plus Monthly Forum August
Sat 2nd Clinic: Airbrushing - AMRA Members
Fri 9th Modelling Night Layout Operation (General)
Sat 10th Work Bee 10am-finish
Sat 17th Layout Operation (Americas)
Fri 23rd Slides: to be advised
Sat 24th Open Rooms plus Monthly Forum
Fri 30th Visit to Hills Model Railway Society 7:30pm
Unit 7, Balcombe Hts Community Centre Seven Hills Rd, Baulkham Hills.
Own transport - contact Club for assistance.

REGULAR NOTES * WORK DAYS: Wednesdays from 11am; most Monday nights 7:30-10pm. * Meeting times, unless otherwise indicated, are:

Saturdays, 2:00 to 5:30pm 2nd & 4th Fridays, 7:30 to 11:00pm.

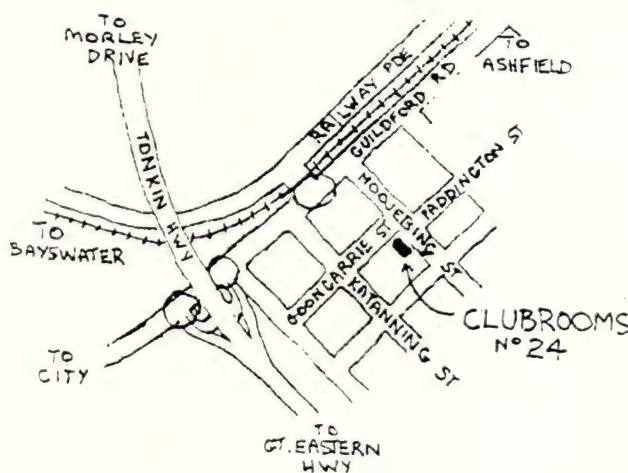
* Facility Fee for members: \$2 (\$1 Student members), Work Days all \$1. * On Layout Operation days priority is given to prototype indicated. * Guests welcome at meetings unless otherwise indicated. * Clubrooms are situated in Chapel Lane, Rockdale.

Phone (02)567-1899.

* This programme may be subject to change without notice.

Updated programmes available from the Clubrooms.

* All correspondence on NSW Branch matters should be addressed in the first instance to: The Secretary, AMRA NSW, PO Box 194, ROCKDALE NSW 2216.



Simon's Scribblings

The 1996 Model Railway Exhibition

This year's Exhibition is over the weekend of Saturday, Sunday and Monday 1st, 2nd and 3rd June.

The Branch is entering the 'Haltwhistle', 'West-N-Trak' and 'Ossie Gully' layouts; Branch members are also involved in the BRMA display and at least two private layouts; we also have to provide all the staffing for the 'administrative' functions.

All of these displays/functions are manpower intensive, which means we will need every possible assistance from our members.

Bereavement Assistance Scheme

I commend your attention to the Bereavement Assistance Scheme supplement enclosed with the April issue of 'The Branchline'; the supplement gives full details of this important Branch initiative.

It would be prudent to ensure that your will contains a reference to the Scheme so that the Executor of your will is aware of your participation in the Scheme and the assistance the Branch can provide to the deceased's widow and the Executor.

Barry Bryant is to be congratulated for developing the idea of a Bereavement Assistance Scheme put forward by Ron Dyer, via Alan Porter, and for leading it through to the point where we are able to implement it. I would also like to thank those other members who have freely given of their time, expertise and resources to ensure the Scheme meets the various legal requirements, etc..

Applications to join the Scheme, and/or to offer your services as a panel member are being accepted now.

Congratulations

Marj and Gus Durham have been actively involved in the Branch's activities from the very early days; Gus is a founder member of the Association. Their joint contributions had a significant impact on the development of the Branch.

A few weeks ago they celebrated their fiftieth wedding anniversary, a wonderful achievement. On behalf of the Management Committee and members

Congratulations. We wish you many more years together and good health and happiness.

Appreciation for Donations

Gary Arcus, our Librarian, has drawn my attention to the very generous donation of some 30 books received recently from Ron Dyer [who incidentally is not a member!!! Ed.]. These books make a very welcome and useful addition to the reading and research material available in the Library. Thank you most sincerely, Ron.

I am also aware that a number of other members regularly donate books and magazines; thank you all for your generosity.

Any member who has surplus books and magazines may like to consider donating them to our Library, where other members can make use of the material they contain. You can be certain that they will be put to good use.

Advance Notice

The 1996 Annual General Meeting of the Western Australian Branch will be held on Monday 15th July 1996.

Committee Changes

Recently John Gray resigned his position on the Management Committee, due to the pressure of other commitments he felt he could not give the job the time it deserved.

Thank you John for your efforts during your time on the Committee; they are appreciated.

Dennis Ling was invited to fill the vacant position until the AGM, and has accepted the invitation. Welcome aboard Dennis.

Ceiling Fans

Regular Clubroom users will be aware that the ceiling fans have been installed and are operational.

We owe a big vote of thanks to Ric Ganzer for donating the fans, Alan Porter for the effort he put into the installation work, and to Frank Toussaint of Applied Airconditioning for supervising the electrical work. On behalf of all our members thank you most sincerely.

Simon Mead
President

Transport Request

Does any member have access to, and be willing to allow the Branch to use, a 4-wheel, tandem axle trailer? Tony Gray's truck has expired and will not be available to transport our barricading to and from the Showgrounds for the Exhibition. If you think you can help please contact Gary Arcus on either 332 5651 or 041 463 359.

1996 Model Railway Exhibition

The 1996 Model Railway Exhibition is in its final stages of preparation. This year's layouts will show the big and the small and a world record attempt! The attempt is by the Arid Australia group from WA Model Railway Club on the greatest number of wagons to be hauled on a model railway. They will model the Pilbara iron ore trains with up to 600 wagons - will it work?, if it does, how far will it go? Come along and see.

From this stage onward the Branch needs your assistance in many ways to ensure we can stage a successful event - both in financial and presentation terms.

Remember the Exhibition does two big jobs for us:

It gives us the money to operate one of the best model railway facilities in Australia,

It presents our hobby to many people in its best and most interesting forms.

The Exhibition in brief:

1,2,3 June, 10.00am to 6.00pm

Silver Jubilee Pavilion at the Showgrounds Exhibition Centre, entry Gate 5, Graylands Road.

Layouts in many scales, styles and sizes.

Displays by railway and related associations

Stands by Perth's major railway hobby shops

Advice and demonstrations

Food and drink.

But to get there we need help in a number of areas. Please consider how you can assist. You will find a roster form in the Exhibition Pack accompanying this issue of 'The Branchline'. Come along and give us a hand - even if you're not a regular attender at the clubrooms - this is a great way of meeting with your fellow hobbyists

while assisting the Branch. Please give as much time as you can.

This year's transport arrangements will be a little different to previous year - Tony Gray's trusty truck finally spat the dummy.

The barricading will be loaded on Wednesday evening and transported to, and unloaded at the Pavilion on Thursday evening.

The layouts will also be dismantled on Wednesday evening immediately after the barricading has been loaded.

Finally, you can help by promoting the Exhibition in every way you can. At last year's Exhibition I asked a number of visitors how they knew about it. The replies I received included:

"Someone put a leaflet in my letterbox",

"I saw it on the notice board at work",

"Someone at the work was talking about it".

So please distribute the leaflets as widely as you can (without littering).

Finally, I know this is a lot of asking and you have heard it before but please do get involved. Apart from all of the 'good deeds' aspects it is the real model railway social event of the year! You will meet people you know and meet some new people if you become involved - and it is enjoyable.

Gary Arcus
Exhibition Manager

Programme

May

Friday 24th Southern Railway Modellers Special Interest Group meeting - Developing a Bulleid Pacific Note 5

Saturday 25th Exhibition preparations Note 16

Monday 27th Australian Railways Special Interest Group meeting - Australian wagon kits assembly II Note 7

Wednesday 29th Exhibition preparations - dismantling of layouts and loading barricading etc., for transport to Showgrounds Note 17

Thursday 30th Exhibition preparations - Transport barricading, infrastructure items, to Showgrounds, unload in pavilion Note 17

Friday 31st Set-up Exhibition at Showgrounds Note 17

June

Saturday 1st 1996 Model Railway Exhibition Note 17

Sunday 2nd 1996 Model Railway Exhibition Note 17

Monday 3rd 1996 Model Railway Exhibition - on completion dismantle, load and remove equipment Note 17

Wednesday 5th Return all infrastructure items to store - general tidy up of Clubrooms Note 17

Friday 7th 'N' Scale Special Interest Group meeting - Re-assemble West-N-Trak layout, test and tune Note 4

Saturday 8th Re-assemble Haltwhistle layout, test and tune. General tidy up of Clubrooms Note 17

Monday 10th Sn3½ Special Interest Group meeting Note 8

Wednesday 12th New Members Introduction Night Note 21

Saturday 15th General Club Activities Note 1

Monday 17th 1996 Model Railway Exhibition Post Mortem Note 19

Friday 21st 'N' Scale Special Interest Group running night Note 3

Saturday 22nd Special Project Afternoon/General Club Activities Note 10

Monday 24th Australian Railways Special Interest Group meeting Note 7

Wednesday 26th Bring and Show Note 20

Saturday 29th General Club Activities Note 1

Meeting Information

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [right opposite to Paddington Street]. Moojebing Street runs off Guildford Road towards the Swan River about 50 metres east of the traffic signals which control the railway crossing opposite the Cresco fertiliser works.

The times of the meetings are as follows:-

Mondays and Wednesday: 8.00pm

Fridays: 7.30pm Saturdays: 1.30pm

The Duty Officer will open the Clubrooms at least 15 minutes earlier than the times specified above.

Visitors are always welcome - just come in and introduce yourself to the Duty Officer. If it isn't obvious who the Duty Officer is, please ask someone to find him for you.

The Duty Officer will show you around the Clubrooms, which we know to be the best of any model railway club in Western Australia and possibly anywhere else in Australia! and introduce you to other members whose modelling interests are similar to yours.

Members pay a small fee at each meeting, this covers some of the general operating expenses of the Clubrooms and entitles members to free hot refreshments [tea, coffee, Milo] and a biscuit [or two]. Visitors are not required to pay a fee unless they keep coming to the Clubrooms week after week without even giving a hint about joining the Association [and, thereby, the Branch].

Canned soft drinks are available from the refrigerator in the Meeting Room, the key is held by the Duty Officer. Cordial and chilled water are also available from the refrigerator at no cost.

Programme Notes

1. At General Club Activities meetings, you may use the Branch facilities more or less as you wish [provided you recognise the feelings and entitlements of other members] - you may run your own trains on the Branch's layouts [Sn3½ models may have difficulty in passing the platform edges on 'Haltwhistle'], or you can use some of the Branch's gear [see the Duty Officer for access to the models]. You are welcome to assist with work on the various layouts, Student Members are encouraged to assist in the development of the Student Members 16.5mm gauge layout. [Due to preparations for the Exhibition the layouts may not be available for running

trains]. Our video, book and magazine library is at your disposal, to browse, borrow to take home, or to play your selected video on the Branch's VCR. You may also make use of our Work Station for that job you haven't been able to do at home - you must be accredited for the use of the Lathe and Air-Brush [see the Duty Officer for access to this equipment.] If all these activities seem a bit too arduous, you can chat away to like minded railway modellers. Having trouble with your latest project? Don't know where to find the answer? Find the Duty Officer and he will either answer your question[s] or find someone who can.

3. The 'N' Scale Special Interest Group meetings are designed to allow active modellers in 'N' scale to enjoy some running on the Branch's "West-N-Track" layout. However, you don't have to be an 'N' scale modeller to participate in these meetings.

4. These 'N' Scale Special Interest Group meetings will be devoted to preparing the layout and stock, etc., for the Exhibition and reassembling the layout, etc., after the return to the Clubrooms. There will be NO running of trains. It's a case of 'all hands on deck' - in view of comments in the layout and West-N-Trak reports we hope to see all those who use the layout giving a hand at these meetings.

5. The topic for this meeting is 'developing a Bulleid Pacific on a Marklin digital system, using a Marklin chassis and an Airfix/Dapol body kit with Kemilway/Crownline BoxPok wheels. Members interested in the Southern Railway, its constituent companies and British Railways [Southern Region] are welcome at the Southern Railway Modellers Special Interest Group meetings. The Group also meets elsewhere to continue their construction of an exhibition layout based on Alton, Hampshire, if you wish to become involved contact Mike Sibley on 496 1243.

7. Note the name change. For those modellers who are interested in modelling the standard and broad gauge railways of Australia, whether Government owned or privately owned, a monthly meeting to discuss common problems and sources of supply of proprietary and kit models and modeling materials. At the April and May meetings members will assemble a number of wagon kits, purchased by the Branch, with one experienced modeller being assisted by an inexperienced modeller.

8. Are you interested in modelling the local scene? at the Sn3½ Special Interest Group meetings you can try your hand at building a model of a fairly simple WAGR prototype, under guidance of experienced modellers, and as you develop the necessary skills progress to more complex models. Most of your modelling requirements can be obtained through either "Paddington Market" [styrene sheet, MEK, soldering flux, etc.,] or from the Railwest Models sales person present [wheels, compensation units, castings, brass rod, and various kits, etc.,]

10. This Special Project Afternoon is for the enveloping, Post Code sorting, etc.,

etc., of the next issue of "The Branchline". The Branch facilities will be available for General Club Activities [Note 1] following the completion of "The Branchline" task.

16. Apart from preparing three of the Branch's layouts for the Exhibition, there's a vast number of 'infrastructure' items that need to be checked out and, if necessary, repaired and refurbished. The list includes barricading, the ticket boxes, visual screens, possibly the AMC Modules, the Raffle Desk, ballot boxes, signage, etc., etc., . . . the list goes on and on. All this activity means we need as many helpers as we can get. Again, a case of 'all hands on deck' please.

17. These 'meetings' involve all of the various, and numerous, tasks required to load, unload, transport, set up, run and take down our most important annual event - the Model Railway Exhibition. All hands on deck, please, we need every possible assistance. Briefly this is the schedule:-

Weds. Complete layout dismantling, load equipment for transport.

Thurs. Unload equipment at Showgrounds

Fri. 0800 to 2300 set up Exhibition, transport remaining equipment

Saturday, Sunday and Monday Exhibition open to the public

Mon. After 1800 dismantle Exhibition, load and transport equipment to Clubrooms.

Wed. Fri. and Sat. restore all equipment, reassemble, test and tune layouts, general tidy up.

19. Tonight, we'll hear how things went at the Model Railway Exhibition. Those who participated in the Exhibition can offer constructive comment on what happened and how we can improve our performance for next year. The Raffle will also be drawn, we'll find out who won the prizes and can now afford that long awaited holiday.

20. Bring along your latest project or whatever you're currently doing in active modelling, or your latest acquisition or present. . . BRING it [or them], SHOW it [or them] to the other members present and talk about it/them for a few minutes.

21. A special evening to help new members and/or beginners in the hobby. An appropriate video will be shown, and there will be a panel of experienced modellers to give advice and assistance. Guidance will be given on using the Library, operating the Branch's layouts and on the sales facilities available to members through 'Paddington Market' and 'Moojebing Market'.

Return of 'The Spat'

[An explanation for the benefit of our newer readers. During Alan Porter's Editorship of "The Branchline" he and I occasionally engaged in a little bit of repartee which became known as 'spats' - all very tongue in cheek and enjoyed by most of our readership. While Alan was overseas and during my 'honeymoon' period as the new Editor, he, and I, refrained. However, on page 24 of the February issue of "The Branchline" a gremlin crept in and

he drew my attention to it [and a few other typos], but read on dear reader. . . .!!!! Ted Thoday.]

It is a well known fact that the Midland Railway was a small engine railway; in the early days their little locos were, literally, unable to pull the skin off the proverbial rice pud., so any train over about six wagons or three coaches was double headed. It appears that no one in the Midland's hierarchy could count over six, so all their locos were six-wheeled [2-2-2, 2-4-0, 0-4-2, 4-2-0, 0-6-0, etc.,] and they developed a complex over this. So to try and pull the wool over a few eyes, they classified the locos on double headed trains as having an 0-6-6T wheel arrangement, on triple headed trains it was 0-6-6-6T!!! I await the inevitable letter from 5596 and 6210, but then there's the small matter of a GWR Toad!! [I told you this was all very tongue in cheek, didn't I ... Ted.]

Additions to the Library

Recent video tape additions to our Library include "Operating and Exhibiting Helston" and rare footage of the Gory and Defeated RR [more properly known as the Gorre and Daphetid Railroad] by John Allen.

Building Stone Walls

Recently I had a need to construct about four metres of stone walls for my 7mm/ft scale layout. The requirements were to be fast, cheap and to look authentic. Various materials were considered and discarded until one morning I spied the cat going about its business. Pet litter - cheap, size and shape OK, made in Western Australia and odourless if you beat the cat to it.

The method - in my case just screening off the dust and small pieces resulted in a pile of correct size 'stones'. Other scales will have to size according to their needs, bearing in mind that the largest useable stone is that which can be lifted by one man.

Colour was about right for this part of Wiltshire, off white and light brown. Staining can be achieved by scattering the stones on flywire and using a water based stain [cement colouring is cheap] and spraying the material different shades and mixing when dry. Do not use too much water as the material is highly absorbent and will reconstitute to mud!!

A handy piece of aluminium channel 22mm inside measurement was used as the mould, lining it with food wrap and gently tapping and tamping the material into a flat surface. A spray of water with a little detergent added and then a dilute PVA mixture of about 50% added with an eye dropper.

This took a day to dry in the sun and then could be carefully lifted out of the channel and glued into place. After positioning, the top course of large cross stones [How do you make a stone cross?? Ed.] [maybe when they're used to stone those flaming crows? Managing Ed.] has to be added one at a time, but it does not take as long as one would imagine.

If you need a wall that is viewed on both

sides it is necessary to make two thinner walls and glue them back to back, as the casting method leaves the back of the wall quite smooth and flat.

Roger Solly

I Can't Believe it

In the past ten years or so, we have seen two long standing model railway magazines 'go under' due, presumably, to dropping circulations. These were *Model Railway Constructor* in 1987 and *Model Railway News* in 1994. There were some others too, but these 'new boys on the block' could perhaps be blamed for insufficient market research before they started off. These were *Model Trains* [1980-83], *Scale Trains* [1982-84], *Scale Model Trains*, an apparent merger of these two [1984-95], *Practical Model Railways* [1983-89] and *Modelers' Back Track* [1991-95].

In their place has arisen an almost equal number of new model railway publications. These are *Model Railway Journal* [from 1985], *British Railway Modelling* [from 1993], *Modelling Railways Illustrated* [from 1993] and *Model Railway Enthusiast* [from 1993]

These all seem to have developed 'niche markets' for their particular editorial styles and, as far as can be judged, all appear to be prospering.

Model Railway Enthusiast took *Scale Model Trains* under its wing in mid-1995. To me *Model Railway Journal* seems to be struggling to keep to the standards that it set for itself a decade ago. *British Railway Modelling* seems to be giving the long standing *Railway Modeller* a run for its money - the copious use of colour for both the illustrations and to emphasise and enhance sections of text seems to have encouraged *Railway Modeller* to raise its game somewhat in the manner and style of its presentation.

And now, what do we have but TWO more new model railway magazines launched in 1996.

First cab off the rank is *RailMODEL Digest*, brain-child of Iain Rice, prolific writer and previous editor of *Modelling Railways Illustrated*, and Mike Peascod, currently Chairman of the Scalefour Society. A preview issue appeared in November and regular quarterly publication is due to commence in February. Its stated intention is 'to supplement the existing press, not in any way to try and supplant it'. Its aim is to inform, inspire and instruct modellers to work to 'attainable excellence.' Subscription details were given in the October issue of 'The Branchline' and supplemented on page 20 of this issue.

"Never say die", says Chris Ellis apparently. He was well known as Editor of *Scale Model Trains* for many years and was, clearly, out of a job when that magazine expired in mid-1995 and was absorbed by *Model Railway Enthusiast*, for now he has surfaced again to edit 'a new model railway magazine distinctly different from all the others'. It, too, will concentrate on 'attainable modelling with ideas and encouragement for all levels'.

It will be titled *MODEL TRAINS In-*

ternational and will carry ideas, clever compact layouts, a down-to-earth approach, numerous practical projects and demos, perceptive and honest reviews and fresh erudite writing. It will cover both British modelling and the most popular overseas areas, notably USA, Germany and France, but all others of interest too.

It will only be available on subscription [£13.50 for 6 issues, apparently both for UK and overseas] from Kristall Productions, 4 Surbiton Hall Close, Kingston, KT1 2JX, Great Britain.

A. Nonny-Mouse

Going Overseas ?

If visiting Britain during May you might like to consider visiting expoEM at the Leisure Centre, Princes Way, BLETCHLEY, Saturday and Sunday 18/19 May. ExpoEM presents a programme of fine scale railway modelling in 4mm scale. The specialist model railway traders will be there.

Railway Modelling Workshop Series

In Alan Porter's "Aorta do this/that" in the last issue of 'The Branchline' he followed up on a "Have Your Say" suggestion that the next in the Workshop Series should be on 'Making your own Points'.

If we continue the basic concept of the previous Workshops in this series, that modellers start with the basic bits and pieces and end up with a model to use on their personal layout we need to take a further step in developing the modelling skills of participants.

We know that members' layouts are built with track to various gauges, with 9mm[N], 16.5mm[OO/HO], 18.2mm[EM] and 32mm[O] being the major gauges used. Just to confuse the issue further there are a number of different rail profiles and standards within each gauge. All of which makes the provision of the various bits and pieces a complex task.

To overcome this we consider it would be far better if each modeller started with a 'turnout kit' obtained from one of the manufacturers of such kits. To enable us to assess the requirement and make a suitable submission to the Management Committee we need to know a number of things.

Your name and phone number.

The gauge of the turnout you wish to construct

The crossing angle/radius of the turnout

The type of turnout - right hand turnout, left hand turnout [no double slips, interleaved crossovers, etc., for the first session or two]

The rail standard you use - bullhead or flat bottom - the 'rail height' code number

Your willingness to purchase the necessary kit[s] and how many you require, we suggest a maximum of three

Your willingness to purchase a set of appropriate gauges

If there is sufficient interest we will approach the Management Committee for approval to obtain the appropriate kits through a local retailer and for funding to

make the purchase. Payment will be required from participants at the first session.

Barry Keens
Ted Thoday

Railway Modelling in a Retirement Village

Yes, I have done it and enjoy the hobby more than ever. For sixteen months now I have lived happily in the Church of Christ Retirement Village at Warwick.

Not knowing when this move was coming, but before leaving the garage workshop, planning and work had started.

I had a track plan which required a baseboard 6' x 1'2" hinged in the centre, allowing one half to fold and lie on top of the other.

A cabinet maker friend built this for me, then I laid the tracks. All wiring is hidden underneath by a front fascia. Tools, materials, kits, etc., are in a mobile workbench [2' x 18"] fitted with a light and a 2-gang power board, vice and lift off tray with glass top.

The word came, a Village upstairs unit was available. Sell the house. Take the legs off the baseboard, fold it up and move.

As each four units has a storeroom with floor to ceiling shelving [for suitcases, etc.] the workbench rolled into there and I unfolded the railway, now on castors.

I don't need to work in the storeroom, it has lighting but no power, so I roll out the workbench onto the big verandah, plug an extension cord into the kitchen socket and I am up and running. Should I want to use the balcony [such comfort] the extended layout is wheeled to this carpeted area.

As I don't have any gardening or maintenance to do here, I can concentrate on the hobby. Since being here I've 'bituminised' the road on the layout using wet and dry paper, ballasted the tracks, installed the buildings and back scene, built two coaches.

The controller needed upgrading and with the help of two Branch members I've built a new one [and only blew up two pots!]. Lighting has been installed; signals are still to come. One loco, a 2-6-4T is nearly complete and there is one more to do.

When working on the layout or running trains I attract a lot of interest from other residents and passers-by.

I don't get to the club-rooms so often now, so 'The Branchline' is much appreciated and the hobby was never better.

George Bristow.

[George has been a member for many years and, until antiquity started creeping up on him he was a very active member, involved in just about everything. He still does his bit at the exhibitions, etc.. George's article high-lights some of the benefits of membership - assistance from other members, 'The Branchline', and life doesn't stop at retirement. Branchline Ed.]

The Market Place

For sale - 1

"Flying Scotsman" memorabilia. One pair of Cuff Links, depicting the loco. Purchased on the Special Train during 4472's tour of the U.S.A., in 1971/2. Never worn, in pristine condition. Offers to Gus Durham on 378 3951.

For Sale - 2

'American Flyer' equipment in 3/16" scale - locomotive, carriages, wagons and boxes of rails and points in mint condition, received as a gift and never used.

A quantity of Hornby 'OO' equipment, locomotives, coaches, wagons and track [three page list is on Club notice board. Ed.].

Inquires and offers to Hugh Bush on 09 250 3607.

For Sale - 3

1940s era cast lead road signs, Belisha beacons, traffic lights. The models are approx 5 1/2" high and were apparently given during the second World War. Interested? Contact Clive Stronach on 458 7315.

New Product

John Stone has provided information on PERFORM flexibly. The technical leaflet indicates this product is easy to use and offers practically no resistance to bending. Continuous backscenes immediately spring to mind as an obvious use for this product which can be bent to quite small radii. No prices are given, but inquiries should be directed to the distributors M & B Sales on 1 800 199 770, they have outlets in Bayswater, Willeton, Mandurah, Joondalup and Busselton.

Coffee Mugs

Eleven members who ordered coffee mugs with the Branch logo have still to collect them. They can be paid for and collected at any Branch meeting. We need the cupboard space for new stock!!!!

There are a few mugs available for general purchase - these are in Moojebing Market.

New? Magazine

Spotted in Angus and Robertson Hay Street Perth store recently was Volume 2, Issue No.1 of Tasmanian Railway Enthusiast magazine. This was the first time your reporter had seen this magazine.

Containing 50 pages, priced at \$5.00, it contains prototype and modelling articles relating to Tasmanian railways, plus general modelling technique articles and product reviews.

Safety Warning

In the February issue of the RAC's magazine 'Road Patrol' is a two page article titled Lead Alert. This article should be compulsory reading for everyone in our hobby.

Many of us use automotive touch-up paint aerosols for painting our models; most magazine and book articles on painting models recommend their use.

The article says, in parts, "Many of the paints sold in aerosol cans as touch-up paints contain lead". "Many people use these paints on household goods, furniture, toys, etc.". "Dust generated by sanding or buffing is a major risk." "Lead enters the body through swallowing fine particles of lead or inhaling vapours." "Do not eat or smoke in the work area." "Ensure your work area is adequately ventilated, contained to prevent dust and overspray spreading."

Lead is an insidious poison.

"A respirator to AS1716 standard should be worn when spraying these paints or working on a painted surface". The article gives considerable detailed information on cleaning and disposing of waste.

Assistance Invited

Any member, especially a senior, with an interest in British 'N' gauge in 2mm scale who would like to exchange ideas, operate a layout, share help, visit, or just show a mutual expression of interest, especially mid-week is invited to contact Cyril Elliott on 378 2127.

Cyril is retired and has a static working layout similar to PEAKDALE.

From The Scribe's

Assistant's Quill

Meeting 161 [January]

The major items of business dealt with at this meeting were:-

Bereavement Assistance Scheme, legal opinion sought from Justin Smith not yet received

WAGR photographic collection, G. Watson offer to provide copy of collection

Northern Districts MES invitation to BBQ at their Balcatta property

Planning permission received for building extension

Midland Junction Book, President trying to arrange for author to give talk on subject

Report on tools requirements for workshop tabled

Federal Constitution proposal and correspondence update.

Meritorious Award recommendation

Theft of money at ModelRail

Back issues of CTC Board- mix up in order, full set now in library.

Meeting 162 [February]

Bereavement Assistance Scheme, legal opinion received, amendments proposed made and returned for further legal opinion

Ceiling fans installed

Modelling Competition trophies still to be presented.

Club tools requirements discussed, purchases agreed

'Have Your Say' items reviewed

Discussion on number of Exhibition matters

A. Sistant

for Branch Secretary, absent at work!!!!

Around The Layouts

As you may be aware I have once again taken over the role of Layout Coordinator. With my part in the upgrade of the West-N-Trak layout being the main role of the Layout Coordinator's job this year, Matthew Turner has felt a bit left out, so it was decided that he should take over the role of Assistant Librarian, a job which I have not had time to do anything with, but which Matthew has been involved in. So it's back to the Layout Room for me. Fortunately I have a number of good 'gaffers' who are looking after the layouts in my Saturday afternoon absence.

Haltwhistle

Other than West-N-Trak, the other main job is with Haltwhistle. Norm Turner and his small band of helpers are working away getting the layout ready for exhibition but he could do with some more willing hands. It is surprising how the Layout Room suddenly seems empty of members when the layouts are not running and work is required to be done. But remember, those that help now will be part of the operating team during the exhibition. Don't expect to just roll up at exhibition time with your trains and get a turn on the layout; you may be disappointed. Norm will be in charge of making up the rosters for operating the layout and bear in mind that the layout will be run with the minimum number of operators. Also only those rostered on will be allowed on the model side of the barrier. If you are not on the roster, you will be required to stay on the public side of the barrier. YOU WILL BE TOLD.

Ebford Regis

Ebford is progressing well, with the members now into a running and operating phase. It is good to see the members testing their locomotives and fine tuning the layout in preparation for its next outing.

West-N-Trak

Firstly let me start off this report with an apology to any of the N scalers who have come along to the clubroom after 15th March wanting to use the layout, only to find it non operational (in fact dismantled). The decision to dismantle the layout to allow the modifications and construction of the new modules to proceed was not taken lightly. It was taken because we are rapidly running out of time in which to get everything prepared for the exhibition and unfortunately on N scale nights there are a lot of 'watchers' and people who like playing trains, but very few 'doers' when it comes to doing the work.

It was with regret therefore that I felt that for the work to proceed the layout had to be closed and this was announced at the 1st March N scale night. To say that it went down like a lead balloon would be an understatement and I was sorry when, in get-

ting feedback from other members present, that there were mumbblings and grumbblings and statements like 'this is a model railway club, model railway clubs should have operating layouts for the members to run their trains on.' 'What is the point of being a member if we haven't got a layout upon which we can run our trains.'

To those members who think that way, I have a simple message. You will have to accept that at times layouts will not be operational. If you are not happy with that, there will be no pressure put on you when your membership becomes due for renewal in September. The other alternative of course is that you can bring along your toolkit, roll up your sleeves, and offer assistance with the layout modifications currently in progress. After all, the sooner we complete the work, the sooner the layout will be operational again.

One gets the impression that certain members think that layouts grow on trees, that all we need to do is wish, and magically a fully operational layout appears. In the real world it doesn't happen that way [although with West-N-Trak, as far as AMRA was concerned it did]. For those new to the Branch, a bit of history may be in order. West-N-Trak as a group started in the mid 1980's with seven N scale modellers who wished to produce an N Scale modular layout based on N-Trak standards. Many hours of work went into the formulation of standards, then many years followed where the modules themselves were constructed, operated and exhibited. Unfortunately those modellers were involved with other clubs, and as the pressure of time required to work on the layouts of these other clubs became larger, so the time available for West-N-Trak diminished, and eventually stopped. The layouts were stored away in the hope of reviving the concept later, but that was not to be. Storage of the modules was not doing them any good, and it was felt that the work that had gone into the concept and the modules should not be wasted, so AMRA WA was offered the modules, at no charge, but on the proviso that the standards and principles be maintained and the layout be improved and expanded. The Branch at that time did not have an N scale layout, and welcomed West-N-Trak with open arms, and Ian Wood and I have tried to keep to the promises we made when we accepted control of the layout.

One of the major ideas that the original group had was to expand the set up area and make the modules full size, with 12 tracks. As one of the original members of the group, I am pleased to say that under my direction, that idea is finally coming to fruition and with the decision to scenic the modules, and bring them out into the view of the public, we will have a set of modules that I am sure will attract a lot of attention come June.

Whilst on apologies, how about one in advance? As we progress with the construction of the new modules, it is going to be to our advantage to assemble the four set up modules together. This will allow us to test the control panel and wiring and

make sure that everything is working before exhibition time. Now we do have the room to assemble four modules together but it will restrict the room somewhat in the layout room. This will only be for a short period of time, and hopefully we will be able to position the layout, even if it is temporarily across the room, so as to still allow movement around it. Please accept my apologies if this causes some inconvenience. If it is too inconvenient, then we will not proceed but will look at other ways of doing it.

Talking of June and the exhibition, please note that as with Haltwhistle, the number of volunteers required for operating the layout will be greatly reduced from previous years due to the needs of two layouts. With that in mind I will be formulating a roster of helpers and, as with Haltwhistle, only those members on the roster will be allowed inside the barriers. The trains will be set up first thing in the morning and will generally remain as they are throughout the day. So for all those N scalers who think that they can turn up at any time during the exhibition, put their train on, run it for an hour and disappear, forget it. You will not be allowed behind the barrier and you will also have to pay to get in. If you want to be part of the exhibition, then let me know, and also be prepared to get your hands dirty beforehand. Only those who have helped get the layouts to the exhibition will get to enjoy the fun bit - playing trains to an enthusiastic audience.

Barry Bryant
Layout Coordinator

Membership Matters

First and foremost, a sad note. It was relayed to me by our Federal Registrar, that a West Australian branch member, John Tasker, has passed away. On behalf of the Branch I have passed on our condolences to John's wife Erika and have offered assistance, if required, in line with the proposed Bereavement Assistance Scheme. I have had a very nice reply from Mrs Tasker, who has indicated that she will contact me at a later date when things have settled down, to discuss what assistance we can provide in sorting out John's modelling effects. John modelled in N scale so I may be calling on a number of volunteers to possibly assist me.

The second item is on a happier theme. I recently received a large envelope from the South Australian Railway Modellers Association Inc. and the comments are in line with the letter of appreciation printed in the last edition of 'The Branchline'. It appears that Graham Nixon of the SAMRA was holidaying in Perth late last year and visited the clubrooms. He was most impressed with the hospitality and friendliness shown by our members and spoke highly of his visit at the SARMA's January meeting.

As a result of these impressions, the SA Railway Modelling Association has added our Branch to its regular mailing list to receive copies of their magazine 'The Buffer Stop' and enclosed the January and February issues. These have been duly

passed onto the Librarian and as a reciprocal move I have placed their Association's name on our mailing list. They have also extended an invitation to any club member to visit their clubrooms, if they are ever in Adelaide. The address and opening times are in the magazine.

It is really pleasing to see that we are getting a reputation for the excellent friendliness and hospitality that is being extended to our visitors. Why is this so, who knows? I know for certain that this atmosphere was not, or at least did not appear to be, present when I was last a member in the mid 80's. Maybe it's the new clubrooms, maybe it's the better facilities, maybe it's the lack of politics that was present then, maybe it's a different type of member, or attitude of the members, I don't know, and to be quite honest I don't care. All I care about is that this is a great club to belong to, with excellent facilities, and great and friendly membership. Well done lads, let's keep it up. We are great ambassadors for our hobby.

Third thing; I have been busy over the past month or so, bringing the labels used for the posting of 'The Branchline' slightly more up to date. Alan Porter did a great job with his steam age typewriter, but the labels were a bit cumbersome when it came to adding new members or deleting old ones. I had hoped to have a database going, but that will take a bit longer. For the meantime I have put the mailing list onto computer, so I can make modifications quickly. Now with over 320 mailing labels to be made up, there is a possibility that a name or part of an address may have been typed incorrectly. The only way I can be sure that everything is correct is if all members check their mailing information and if there are any mistakes, please let me know.

Again we have had a number of new members joining our ranks. Members who have joined over this past 2 months are:-

Joe MOIR	Bellvue	HO/Sn3½
Tas GOUGOULIS	Nollamara	HO
John David HOGAN	Kingsley	N
Douglas MACLEAN	Kenwick	OO
Robert Craig BRUCE	Wembley	HO/
HO n 3½		
Robert George THOMAS	Craigie	HO
Nola THOMAS	Craigie	HO
Micheal Boyd GLOSSOP	Duncraig	N
Micheal DIEPEVEEN	Forrestfield	OO
Allan Arthur BELL	Kelmscott	HO
Jean BELL	Kelmscott	HO

Plus the following members who have transferred from A.M.R.A.s Victorian Branch:-

Ken HUNTINGTON	Greenwood	OO
Luke HUNTINGTON	Greenwood	OO
Paul HUNTINGTON	Greenwood	OO

It appears that the very low number of new members over the previous two months was only a slight aberration and we are back to what would be a normal number of new members. To all the new members, including Joe, who in fact has rejoined us after an absence of a number of years, and Ken Huntington and family who left us about 4 years ago to go to Victoria and have now returned, on behalf of the Branch, welcome, and I hope that your

membership of the Association and the Western Australian Branch, in particular, will be both enjoyable and fruitful..

Barry Bryant
Membership Registrar

'N' Scale Modellers Special

Interest Group nights

As you are all aware the 1st and 3rd Fridays are the Special Interest group nights. Well, we are in for a few changes. First and foremost concerns the 'running' nights. It has been brought to my attention that the members using the layout the most during the early evening are those who put nothing into the maintenance, construction or upkeep of the layout, [and may I say, the first to complain when the layout is closed] and that the active members, either cannot get onto the layout at all, or have to wait until 10 to 10.30 to get on. Now to me this does not seem fair, so I will be instigating a special rule once the layout is back from the exhibition.

The centre track will become a reserved track and as such will be set aside for those members who are actively involved in the maintenance, construction and upkeep of the layout. The controller will be removed to prevent use by the other members. This leaves the other two tracks for the use of the other members. The decision as to who can use the centre track will rest with myself, or the N scale 'gaffer' Ian Wood. This rule will only apply on the first Friday of each month.

The other rules apply to the 3rd Friday, which is generally a Topics night. They are :-

1 Due to the disruption caused by some members not wanting to stop operating their trains when a topic is being presented, it is my intention to close the layout room and not allow any operation of the layout until after the completion of the topic.

2 Because our topics tend to be of a more general nature than those given at, say, the LMS Special Interest Group meetings, they tend to overlap those presented as part of the normal program. Because of this we may not have a full topics program next year. If this is the case, those nights on which we do not have a specific topic will be used for layout maintenance and the layout will not be available for members to run their trains on.

I feel that the above new rules will not only allow those members who put time and effort into keeping West-N-Trak running the opportunity to get something back for the time they put in, it will also allow us time to keep the layout in peak operating condition. If any of the other members who regularly turn up on a Friday think the new rules are unfair, that's unfortunate. Bring along your toolbox, roll up your sleeves and assist us in getting the full benefit of belonging to this great club, and the excellent layout that we have. Complaints will be gladly accepted and I will gladly reply to them, either by letter, face to face, or through the avenue of this magazine. An 'N' Gauging Report

Around the shops

They're here, or at least they were here. By the time you read this they will be all sold out. At last we have our first sighting of the Life Like SD7/SD9, and a beautiful model it is too. The price has gone up a bit from previous models, but at \$45.00 it is still a bargain. The model runs as well as it looks. Perth Hobby Centre have [had] quite a number of undecorated models as part of the order for the first run. I am sure James must have had kittens when Gavin ordered in excess of 30, but I think the justification in ordering so many has been proved correct, as I think by the time you read this there may not be many left [there isn't.] These models will prove an ideal base for West Australian Hood units such as the R or K class. The second run contains models for such roads as PRR, UP and SP, so again they will prove popular. At the time of writing Gavin informs me that the Australian distributor has sold out of the first release, and the majority of the second release have also been pre-ordered. Gavin has placed an order for as many as he can get, so if you want one, then get in quick. A feature of the model is the fact that Life Like have opted for a similar coupler pocket to that used by Kato and Atlas, so it should in theory be very easy to slip out the Rapido coupler and slot in a Micro Trains 1015 coupler. It is good to see that the major manufacturers are standardising in this way.

We also have news that Perth Hobby Centre have reached an agreement with Micro Trains, to deal direct with them. They are currently waiting on display stands and a full range of their products and at the time of writing have received their first shipment. It will be interesting to see what the prices are. I am sure that by cutting out the middle men, they should be quite a bit cheaper. Let us hope that the support being given to the N scale modellers by Perth Hobby Centre and all the other local retail outlets will be appreciated by the modelling fraternity here in Perth, and that we get out there and support them. Because if we don't, their support for us will not last too long and before we know it we will be back to the bad old days, when you could walk into a local hobby shop and walk out again without having to take out your wallet, because there was nothing in there to buy. Also remember that we are also well supported by some of the Eastern States Mail order retailers such as Rail'N'Thusiast. If you cannot find what you want locally, then a quick call to Ian or Gillian can quite often turn up trumps.

Barry Bryant
'N' Scale Coordinator

Update on RailMODEL Digest

I followed my own recommendation in the February issue and ordered RailMODEL Digest No.1, I also inquired about the cost of annual subscriptions [4 copies] by air or surface mail.

Issue No.1 is every bit as good as the Preview Issue; binding, size and quality of

paper are the same. There has been a distinct improvement in the type-setting, as I have not yet found any 'boo-boos'!

There's an excellent 'Opinion' written by Iain Rice on the matter of authenticity in railway modelling being in the eye of the beholder, with the ultimate arbiter being the creator of the model!! There are also substantial articles on modelling the Irish broad gauge [5'3"]; the excellent 2mm scale 'Haverhill South' layout; transforming a Hornby 'Duchess' [more correctly a 'Princess Coronation']; layout lighting and presentation at exhibitions; the Highland Railway 'Loch' Class 4-4-0s; the M&GNJR as a modelling prospect with firm ideas for Sutton Bridge; Alexandra Yard, LNWR - a super compact layout with top class modelling of figures; tools, wire and power supplies for the 'electrically illiterate'; a new chassis for a Mainline GWR Collett 0-6-0; making a 'mainline to loop' UQ signal; LMS speed restriction boards; electrical basics; resistance soldering; candid reviews of the 4mm BR Shock Absorbing Van by Red Panda, the 4mm MR Signal Box by Ratio, the Gaugemaster Model 100 '0' electronic controller and the 4mm BR Fish Van by Parkside with Masokits wagon suspension, plus one or two page 'fillers'. Still Recommended.

How much does it cost? It is unlikely to appear in the newsagents, but some hobby shops may decide to take orders for it [much as City Models are now doing for Wild Swan's 'Midland Record']. Annual subscriptions from Hawkshill Publishing, P.O. Box 2, CHAGFORD, Devon TQ13 8TZ, Great Britain, [phone/fax 01647 433611] cost £41.48 by airmail, £30.40 by surface mail [although in Issue 1, page 5, it quotes £39.72 for airmail - there has been an increase in British postal charges and this may be the old rate]. Payment can be made by Sterling cheque, IMO, Visa or Mastercard. I've settled on surface transmission as most of the articles are 'timeless'. Publication schedule for 1996 is end-April, end-August and mid-November.

Alan Porter

Book Review

Modelling Railways Illustrated Handbook No.7 - Getting the Best from Ratio Plastic Models.

Andy Farquarson Irwell Press pp64
ISBN 1-871608-70-8 £10.95

This is a magazine style book, A4 size with plasticised card covers. As the title indicates this book is all about Ratio plastic kits and the techniques, etc., used in their construction and modification.

The book has chapters dealing, in depth, with the plastic kit, research and work place, tools, materials such as adhesives and styrene sheet and sections, techniques used, some examples of kit construction, Ratio signal kits construction, painting and lining. There are five appendices covering references, sources and bibliography, rolling stock kits and components, 2mm scale Builder Pack range, a glossary of terms, and a complete list of

Ratio kits and separate components available.

A well written book by an author who is a modeller of considerable repute and obviously knows his subject very well. There are many photographs and diagrams to support an extensive text.

For those members who attended the plastic kit workshop series, this is a very useful follow-up to the things you saw, heard and did during the series.

Among a whole host of useful hints and tips, this stood out particularly - use a fibreglass burnishing tool to remove the high gloss sheen from plastic components prior to painting; this provides a dead matt finish which provides a better key for paint.

Highly recommended. I understand a copy has been ordered for the Branch Library.

BET

Slip Sliding Away

Old enough to remember that song???? Well, it was like that at the Loco Hauling Trials on 28 February, when everything came to a slippery end!!

Twenty five 'steeds' were put to the test and the results of their endeavours are shown in the accompanying tabulation.

The locomotive with the greatest 'grunt' [highest drawbar pull] was Peter Scarfe's HO scale Roco Swiss? 'crocodile' which seemed to have more wheels than a centipede has legs and pulled 162 grams. It narrowly beat Roger Powell's Bachmann 00 LNER J39 which pulled an astonishing 160 grams using only six wheels! I think the veterinary stewards should take a look at this iron horse, as it pulled 41% of its weight, allegedly without traction tyres on its wheels - a little surprising when you consider that the coefficient of sliding friction of most metals on metal is usually in the range 0.15 to 0.25 [15% to 25%].

The most efficient locomotive [in terms on hauling its own weight] was Roger Powell's Hornby 00 LNER J52, admittedly with the aid of rubber adhesion tyres on some of its driving wheels - it pulled 78% of its weight. What does he feed his iron horses on?

Roger nearly made a clean sweep of the 'trophies' however his Bachmann 00 BR Class 46 diesel was just pipped by my Airfix 00 LMS 4F for the most efficient locomotive [in terms of converting electrical energy into drawbar pull]. My 4F produced 54 grams of 'grunt' per watt, Roger's did 52 grams of 'grunt' per watt.

The Locomotive which produced the most pathetic drawbar pull and the locomotives which were the least efficient shall remain nameless in order to protect the innocent - otherwise Peter Scarfe, Kieron Wright, Mark Foster and Gus Durham may 'put them down' [Oops, I shouldn't have said that!].

All this pseudo-scientific mumbo-jumbo has encouraged me to take a look at the physics of metal/metal contact [and rubber tyre/metal contact] . . . but that'll keep for another issue of 'The Branchline'. [The Editor wipes his brow with relief at this point!].

Alan Porter



Presidents Piece

By the time you read this we will have staged another successful exhibition at the RNA grounds as we have done for nearly 20 years. The efforts of certain members need to be recognised- Bob Mawson for being 'the Exhibition icon', Jim Christie for being Bob's main frustration in life, Geoff Bosering for helping settle Bob down. To all the other members who lent a hand - please accept this as my token of thanks.

As for the women who every year turn up and support the men all I can say is that if I had been Rudolf Valentino I probably would have died earlier from being "over-worked". These ladies, led and encouraged by Kerry HAYES, never said die. They fought off the hungry masses with enthusiasm and dedication and at all times kept a smile on their lovely faces. I bow to your dedication to our cause, ladies.

Well, now is the time to put the show away for another year. The show is the highlight of the year for Brisbane based modellers but one must wonder how long can we keep this going. The membership is ageing, with sophistication of course, but none of us are getting any younger. The fencing gets heavier, the kitchen seems to take forever to put up and dismantle, the exhibitors never seem to be fed and watered enough and we never get to enjoy our clubrooms, the friendships at the club and most of all OUR HOBBY.

The time has come to think of where you want this club to go by the year 2000. The A.G.M. is fast approaching and I am sure that these issues will be raised and discussed at length with other matters. Put your ideas down on paper and we will discuss them for sure.

To Warring 'greenfingers' GEDDES a big thanks for the effort put into the gardens and the associated watering system. Your efforts have been noticed by every one when they drive through the gates and are then surrounded by an immaculate lawn and well tended plants. Warring, I take my hat off to you.

The layout is moving faster than expected and we should see trains ripping along in no time at all. Please give as much time as you can to assist in the construction of the layout as many hands make light work. I personally look forward with immense pleasure to the day my Crimson

Giant outpaces, outpulls and outlooks Warn's AD60. What's life without a fantasy? Till the next edition of the Journal I wish every member "happy modelling".

Steve Colclough

From the Secretary

To start with, I'd like to say a few words on the working bee conducted back on the 30th of March. The roll up was splendid: fifteen members and one visitor to paint our exhibition fencing. In the past it's been a paint brush job but this time we were fortunate to have the loan of a spray gun. It made a hard job a lot easier and all the fencing is now the same colour. Work progressed quiet well until a freight went past, the pace slackened considerably and came to a complete stop when the DD17 was due.

Lunch was the highlight of the day (when isn't it when you're working for peanuts?). It was nice to sit around with your friends and enjoy a chat over a soft drink and chips and chicken. A special thank you to all who helped out but a special thank you must go to Angelo Bertucci. Angelo was the visitor; although not a member Angelo is always there and his help is always appreciated.

Now with the Model Railway Show completed life around the clubrooms should get back to normal so make a point of coming along and joining in the club activities.

In my last Secretary's report I mentioned that we had applied for a grant under the State "Poker Machine Grant Scheme". Well, to date we haven't been knocked back so we're still in there with a chance. Hopefully I'll have something to report by the next issue of Journal.

In Steve C's "President's Piece" Steve asks where you want this club to be by the year 2000. I'd like to take Steve's question a little further. Back in 1980, just after our third show and the first of the really successful ones, it was decided by the membership of the Branch that the funds raised by the presentation of the model railway shows would go towards the purchase/building of our own club rooms. Well, by the year 2000 we will have achieved that goal. Not only will we have achieved the goal but we will own the building and have a modest cash reserve in the bank.

THE QUESTION BEGS - WHERE DO WE GO FROM THERE?

Do we continue to run the show for the

sake of the hobby? Do we continue to run the show and double, treble or quadruple our payments to exhibitors? Do we go up market and move the show from the RNA grounds to the Exhibition and Convention Centre? Do we run the show for a charity group or hand the show over to another model railway group? Do we just withdraw from the show scene and leave a void?

We could set a new goal to extend the clubrooms; may be add another story to the present building but would this be warranted? I don't think so. I believe the clubrooms are more than adequate for our needs for many years to come. We could look at rebuilding the house, maybe knock it down and build a low maintenance brick home or go one step further and build three town houses on the site, we certainly have the space but if we follow this track we'll be running model railway shows until the year 2040 (I'll be 93 by then and definitely not in the mood to be throwing the fencing around). As you can see the questions are many and the answers few, but you must keep in mind: (as I said earlier) "The goals set out in 1980, will well and truly have been achieved by the year 2000". So where do we go from there? Please give it some thought; put those thoughts down on paper and send it to Steve C. or myself. This matter will be on the agenda for the AGM.

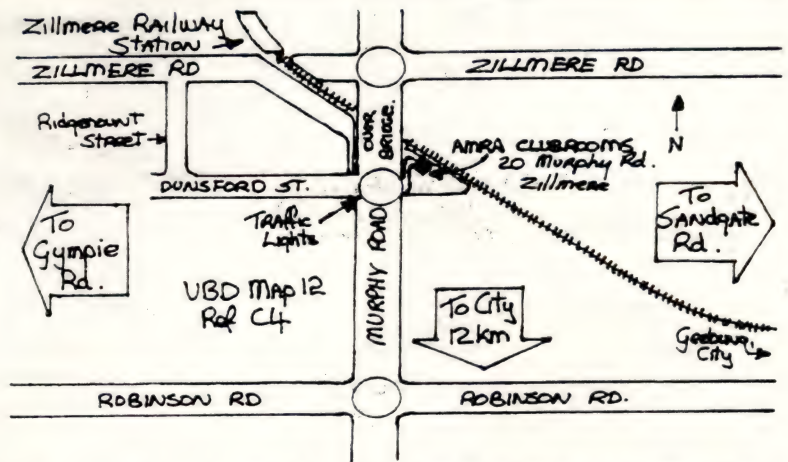
In closing I would like to thank Jim Fainges for his brief stint as Branch Reporter. Jim has found it necessary to resign the position. If any of you would like to take on the position please contact me. In the meantime I'll be carrying on as Branch Reporter.

Happy Modelling
Bob Mawson

AMRA Queensland Cursed No Longer

For many years it seemed that "active" branch members only had male offspring. For twenty years or so this has been known as the AMRA curse. Back on the 29th of February that curse was broken with the arrival of a baby daughter, Amy, born to Debbie and Steve Malone. Debbie stated that motherhood is certainly different, while Steve reckons modelling is a lot easier than walking the floor with Amy at midnight. (Most of us know the feeling).

From all of us, congratulations to Debbie and Steve.



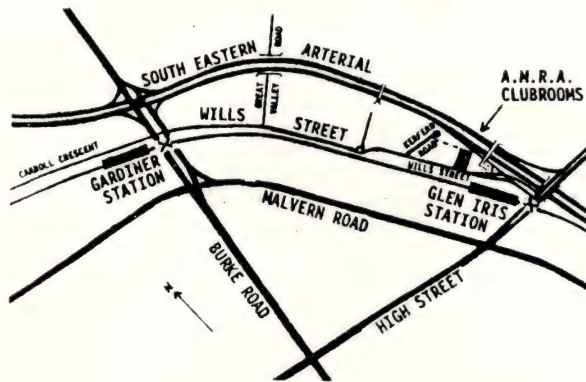


President's Piece

Unfortunately the attendance at our Camberwell exhibition was very poor which meant it was not a financial success. Neil Hambly has his exhibition report included in Branch Notes. Neil will be Exhibition Manager for the 1997 exhibition, which will be held as usual at Camberwell over the March long weekend (there is a chance that the Grand Prix may be staged one week earlier)

After a battle against cancer, Doug Kelly, the owner of Branch Line passed away on 20th April. Doug has always given his full support to A.M.R.A. over many years, exhibiting regularly at Camberwell and donating prizes. He will be greatly missed from the hobby scene.

On a brighter note Bill Seeker has settled in well to his new position as Victorian Branch Librarian; many thanks Bill for accepting the position. On Monday 22nd April Alan Johnson dropped in on



the Daylighters and in no time was up in the drivers stand; good to see you back, Alan.

An enjoyable time was had by those who attended the Ladies' Night at De Leo's in South Melbourne. Leo and Roberto really looked after us well.

"Wills Street" will be exhibited at the Ballarat Exhibition over the June long weekend. Also our annual Open Weekend is approaching. It will be on Saturday 24th August and Sunday 25th August; please give it your active support to help make it a success.

Bob Edwards
President

Victorian Branch Notes

Social Meeting - held 14th March, 1996

Models/Items for Display - Private

John Gardner with a model of the new Lima streamlined NSWGR 38 class. Model has been fitted with plugs to enable insertion of micro chips for the digital command control system of your choice.

Bruce Rodda, showed some samples of fine stainless steel woven wire (mesh), in various grades. This material would be ideal for that grille work on your next diesel project. Talk to Bruce at the next meeting for the source of this material.

Bill McKenzie and Peter Ogier showed some points that they have donated to the Large Gauge Group for use on the new, better than ever, outside layout. Thanks to both of you; donation gratefully received. This is addition to a considerable quantity of track previously donated by Neil Riches.

Camberwell

An early report from our Treasurer indicates the result to be very average, in fact it will cover expenses and not much more.

The winner of the U drive guessing competition, which was \$100 from Branch Line, was won by three year old Luke Pasi from *Watsonia*. The winner of the Best Display by public vote, the prize for which was an Australian train set from Powerline, was won by young Anthony McCarthy from Box Hill.

Winner of Best Passenger Car model was Frank Kelly with a VR ABL end loading car.

Winner of Best Wagon model was Trevor Reeves with a VR DW four wheel

domestic water tank car.

Winner of the Best Locomotive model was Frank Kelly with a SAR Coffee Pot in 4 mm scale.

Winner of the Best Structure model was John McCallum with a SAR goods shed.

Winner of the Best Model Overall was Frank Kelly with the SAR Coffee Pot

Winner of the Fyffe Thorpe Award for the Best Australian kit was Trevor Reeves with a V & SAR Sleeper car Onkaparinka.

Best Commercial Display was All Aboard Modellbahn.

Best Private Display was Kennebec County.

Best Society or Club Display was Kyneton.

Exhibitors Choice was Kennebec County.

Agenda Item

A Talk on the Digitrax Digital Command Control System by Peter Sek from Formlink Pty Ltd.

This was a very informative talk on the Digitrax system for model railways, from N scale through to G scale. Very briefly the system operates on a constant supply of 16-18 volts to rail. The control comes from the decoder fitted in each loco. Each loco operates independantly over the track. Several locos can be moving at different speeds and in either direction at any time on the same electrical section of track. Blocking is not required for train control.

Layouts running with DCC can operate many trains at a time. The ease of wiring makes modular hook up simple and lets you get operating sessions going quickly. DCC will revolutionise the way you run your railway. The concept certainly looks like the way for the future, all that needs to happen is the start-up cost to come down in comparison with existing systems. To change the electrical operation of our club layout is not a major concern, but for members the cost of installing decoders into each of their locos at the moment will be a big disincentive

After the talk some members were noted nodding their heads and waving their arms, so obviously the concept has appeal; the only problem of course is the matter of cost.

Social Meeting - held 11th April, 1996

Models/Items for Display - Private.

Qld. Branch Timetable

June

Sat 1st Clubroom activities (afternoon)
Thurs 13th Clubroom activities (evening)
Sat 15th Clubroom activities (evening)
Thurs 27th Monthly gathering 7.45pm.
Bring a kit or model to work on.

July

Sat 6th Clubroom activities (afternoon)
Thurs 11th Clubroom activities (evening)
Sat 20th Clubroom activities (afternoon)
Thurs 25th Monthly gathering 7.45pm.
Slide Show of NSW steam and early diesels.

August

Sat 3rd Clubroom activities (afternoon)
Thurs 8th Clubroom activities (evening)
Sat 17th Clubroom activities (afternoon)
Thurs 22nd Monthly gathering 7.45pm
Show and Tell

The Daylighters meet on the 2nd Tuesday of the month, contact John Lees for details.

The Narrow Gauge group meet the 3rd Tuesday (evenings) contact Steve Malone for details.

DON'T forget "MODELLING THE RAILWAYS OF QUEENSLAND" day will be held on the 10th of August. Contact Steve Colclough for details.

Roger Howell showed an Australian built resistance soldering iron. Operating off mains power through a transformer, it is fully self contained, power rating 3-5 volts, 10-50 amps, comes with instructions and 12 month warranty. 50va is \$317.00, 60va is \$331.00 and 113va is \$358.00. Terms, \$100 deposit with balance on delivery (approx one month).

Model Competition

Rick Brampton, LMS loco, 64 points.
Photo Competition. Great Northern Rail Services loco, Les Johnson

Management Restructure.

Neil Hambly remains as Exhibition Manager. Peter Ogier goes on to the Exhibition Committee of Management to replace Roger Lloyd who has stepped down due to business commitments. Bill Secker has taken up the role of Librarian following the sad loss of Brian Southwell.

Other Items

A reminder from Bob Marsden on the need for members support for the Ballarat Exhibition in June this year. Bob needs to know who is bringing what rolling stock, and who will need accommodation. For those staying overnight remember BYO hot water bottles, warm woolly socks and thermal underwear. Be aware that Ballarat in June can be most unkind to brass monkeys.

Also a gentle reminder from Bob Marsden on the Open Weekend for August. Please give some thought regarding these days and what will be your contribution.

Our condolences go out to Jamie McCarthy on the tragic loss of his wife in a house fire.

Agenda Item - Show and Tell on the Stonnington Valley Railway

1. Trevor Reeves - a scratchbuilt Y class 0-6-0 with mixed train of four wheel freight wagons and passenger stock. Y class is fitted with a Portescap 1219 motor and is an excellent runner. Accuflex green is used on the loco and Tuscan Red on the freight stock.

2. Stuart Westerman - LMS freight double headed with two Stanier 8F's, re-wheeled with Romford wheels, one late LMS, one late BR, both otherwise straight out of the box. Train composed of Hornby Dublo, Bachman, Trix and Dapol private owner wagons with a Bachman brake van bringing up the rear.

3. John McClure - Santa Fe 2507 class 2-8-0 (a former New York Central G5). Train was composed of modified Athearn and Inter Mountain cars. Two of the cars were lettered for Gorre & Daphetid and Sunset River & Navigation Co.

4. John Davison - Bachman J39 0-6-0 in late BR livery, train was five Gresley coaches in maroon by Hornby and re-wheeled with North West Short Line 13 mm dia wheels. These have made a vast improvement in running qualities.

5. Ron Thomas - LNER A3 4-6-2 'Duncaster'. Originally owned by the late Gordon Fox and given to Ron by Gordon's wife. Loco is in 1946 black. Note that it was

not named after its build place, but to commemorate the winner of the 1873 English Derby, according to legend and also to Ron (a bit of a legend himself).

6. Gerard Blair - Roundhouse 0-6-0 switcher, loco is the subject of an experiment in weathering using dry brushing, chalk, rust and oil. Letraset rub on lettering has been applied.

7. Peter England - BR Warship class D824 'Hermes' by Mainline in Green. Loco has two motors and added weight. Train included luggage van from Ratio and Triang Hornby, Southern coaches from Bachman, one with flush glazing, others included Kitmaster (remember when) and Hornby.

8. Peter England - big Prairie 2-6-2T, Airfix body, Comet chassis, Portescap motor. Early 50's BR livery, unlined black. A menage of freight stock with unusual loads including three Scammell Scarabs, one van mailer and two flat top trailers.

9. John Gardner - Proto 2000 Demonstrator SD7 with a range of inspection cars and ancilliary vehicles, a Plasser rail tamper and a rail test vehicle from Hammersley Iron.

10. Rex Little - Lima 3801 fitted with the Bi-Centennial Train plates, Trax and Powerline coaches with Dynamometer test car at rear.

11. Gerard Blair - Athearn Budd rail car, slightly quick, fitted with a high speed elastic band drive.

As I was unable to make the April Meeting, my thanks go to John Gilmour, who at very short notice compiled the above information.

Geoff Brown

Exhibition Report Camberwell '96

Once again we have completed another major exhibition.

Members who assisted with the many tasks are to be congratulated for their efforts. These tasks need to be done as part of the running of the exhibition, they may sometimes be boring, but they are very important for the success of the exhibition.

Membership support this year was a little disappointing, it will need to improve to make an exhibition the size of Camberwell a sustainable proposition for the future.

I believe the standard of exhibits was equal, if not better than previous years. Judging for the best displays was fairly close, apart from the public voting for Best Display which was unanimous for Kennebec County.

A big thank you to the people who displayed layouts as it is no easy task.

The attendance figures look a little down on last year, again. The membership and the exhibition committee will have to put their collective thinking caps on to see how we can improve the situation. All suggestions will be considered.

Neil Hambly
Exhibition Manager

Victorian News

Noted recently in the Tottenham Yard in a log train from East Gippsland were some VFNX prairie wagons converted to carry logs. The method was quite simple; the canvas covered sliding canopy was removed and side stakes, approximately 2 metres high were welded on to contain the pine logs. Victorian modellers can do this as well by obtaining the Lima wagon number 302864 lettered as a Victorian Railways VFNX, or by getting hold of Lima number 302863 which is painted grey and lettered for the SNCF. These wagons are identical. Don't forget to remove the tarpaulin section and change the bogies to Steam Era XSC type.

Note also that V/Line Freight are progressively repainting freight vehicles with their new V/LINE FREIGHT logo ready for when they head off as a separate commercial entity in 1997. Noted in February were four VHGY grain wagons, all in different styles of grey and orange, some all grey with orange bottom sill and some all orange with grey bottom sill. On 4th March a VHJA cement wagon was noted in the Arden Street yard, painted in overall grey with the bottom sill in orange. Again on 14th March were five VHGY grain wagons at Tottenham Yard, all in the overall grey with orange sill. So it looks like the traditional VR red will eventually disappear. A good idea would be to start getting those colour photographs while time is still our side!

Movement of oversize containers by rail on standard wagons can be a problem on some routes because of tight overhead clearances. To address this concern V/Line Freight are having a prototype wagon built in Tasmania which will feature a deck that can raised or lowered to suit the height of the container. With container sizes growing out to 53 feet and up to 10 feet high, there will be a need for a fleet of dedicated wagons for the future.

Geoff Brown

1995 Open House

Was held on Saturday/Sunday 26 / 27 August 1995; the weather being fine and mild.

Attendance was a total of 805 adults and 344 children, which compares very favourably with average attendance of 700 adults and 346 children over the 11 years this event has been held.

This year, instead of having 1 or 2 organisers, we used a sub-committee arrangement, with various members carrying out specific functions. The sub-committee consisted of the following:

L Bugeja - General organisation
G Nitz - Wills Street co-ordinator
W&E Secker - Advertising co-ordinators
I McKenna - Scratchbuilding co-ordinator
R Pearson - Display case co-ordinator
R Marsden - Roster organiser
J Marsden - Canteen / kiosk organiser
A McKenna - Australian prototype co-

ordinator

R Bogie - European prototype co-ordinator

P Ogier - Outside layouts co-ordinator

The sub-committee arrangement worked well.

On the Stonnington Valley layout, Australian prototype models were operated on the Saturday, while on Sunday European prototypes were in operation.

In the downstairs annexe, Ron and David Welsh displayed and operated their own layout, while the Club had Linton layout operating. Also in the downstairs annexe, John Gilmore conducted a workshop on module building and Dave Vella demonstrated how to make model trees.

In the upstairs hall, Wills Street layout, together with a large range of USA prototype models, was in operation. Also in the upstairs hall were the scratchbuilders, canteen and U-drive layout.

Willsland was open on both days, adding interest to the event.

A large range of models were on static display in display cases located in upstairs hall, layout room and downstairs annexe. Unfortunately we had very little Australian, VR, V/Line models on display,

something we will have to correct in future. The outside layouts group supplied and operated their usual interesting and very popular displays.

Once again, the members and/or spouses were generous in their donations of foods, etc for the canteen / kiosk.

This year we conducted a survey of visitors to ascertain whether they enjoyed the displays, etc; the result being that over 98% of respondents indicated they did so. The only adverse comments received being that there were no (or not enough) VR and V/Line models on display or in operation.

In summary, the event was as usual an excellent display, well attended by both visi-

tors and members.

Thanks go to all those members who attended and assisted in making this the friendly, well received and interesting event that it has become.

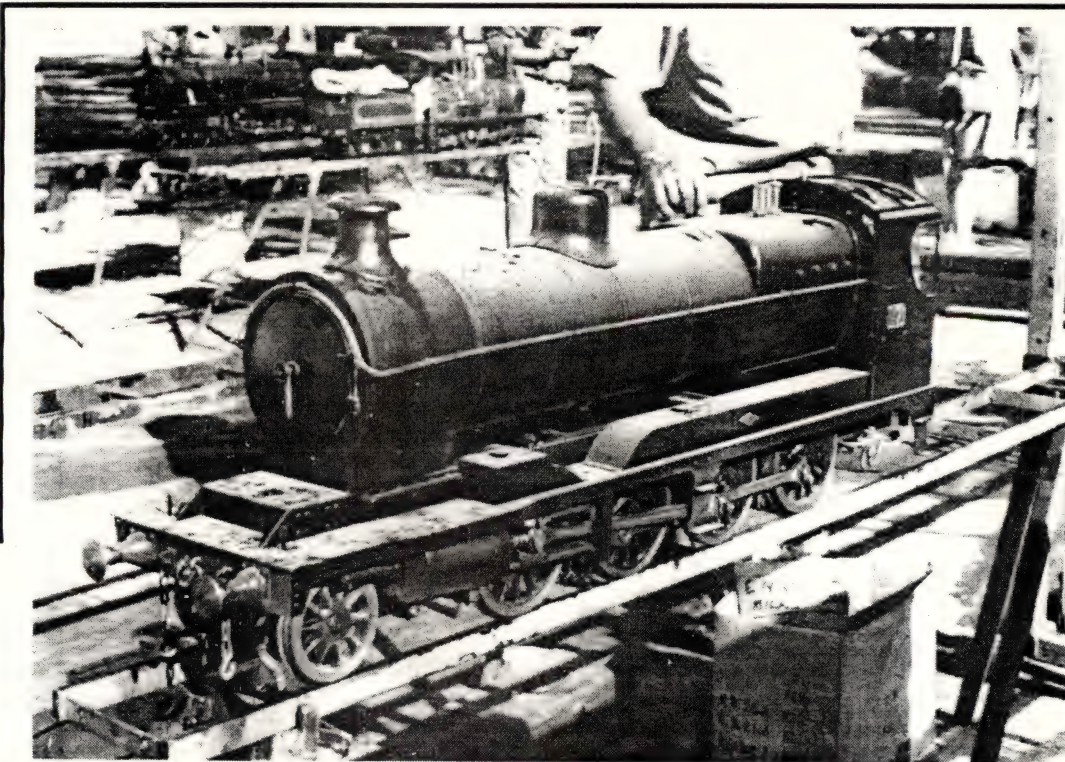
Bob Marsden

1996 Open House

Will be held on the weekend of Saturday / Sunday 24 / 25 August 1996. Leaflets for distribution will be available from the June Meeting.

Further information will be supplied at future meetings and in the next Journal.

Bob Marsden



On the 24th of March 1996, a new facility for 5" gauge model live steam locos opened in Brisbane. The 600 m track was laid in a Brisbane City Council park named 'McPherson Park' in the northside suburb of Bracken Ridge. The track was built and operated by the local Lions Club.

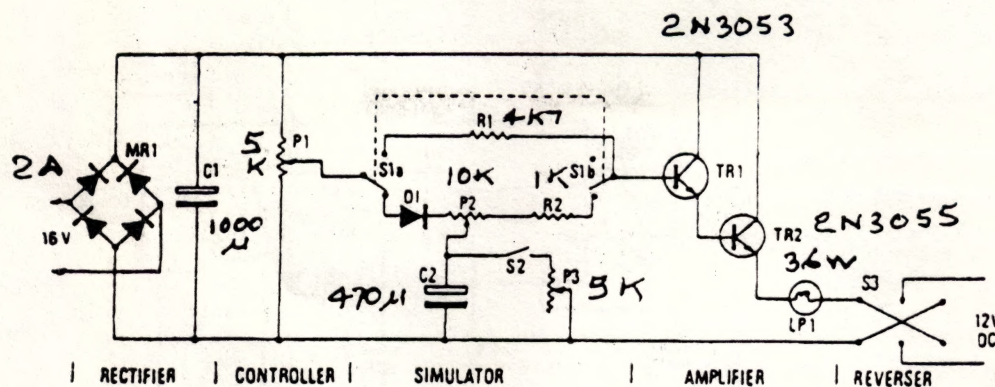
Some AMRA members attended the opening. More story, photos and the track plan next issue

Top Modellers came from as far north as Mackay for the event. This excellent ROD 2-8-0 was built by a modeller from Maryborough.

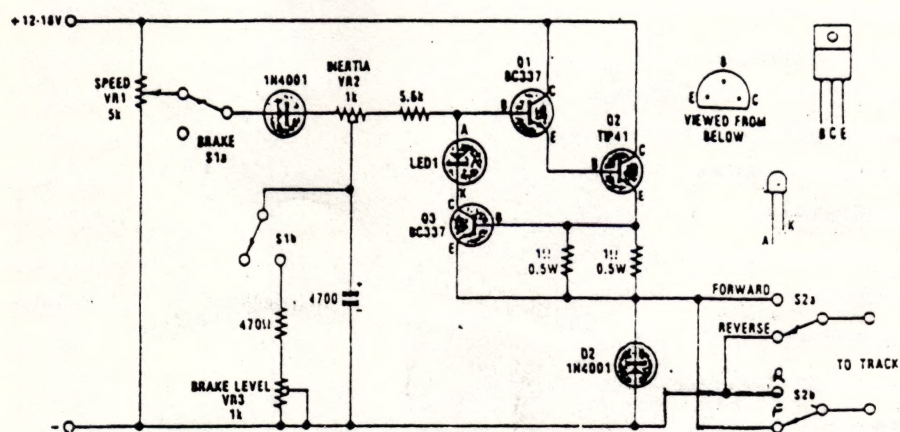
Right Three AMRA members check out a feedwater problem on an O-4-2T Perry loco. L-R: Shane Yore, Mike Bertucci and Steve Malone.

Photos Steve Malone





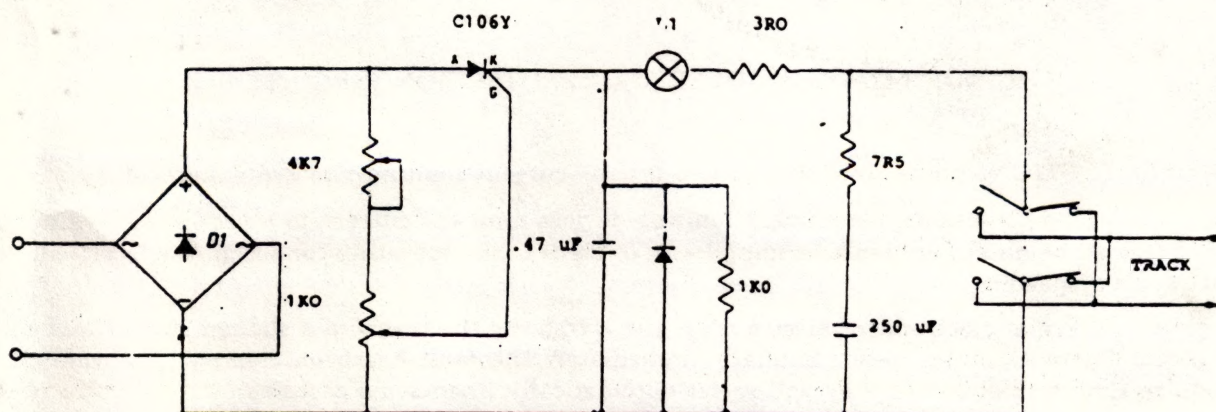
INERTIA SIMULATOR CONTROL CIRCUIT



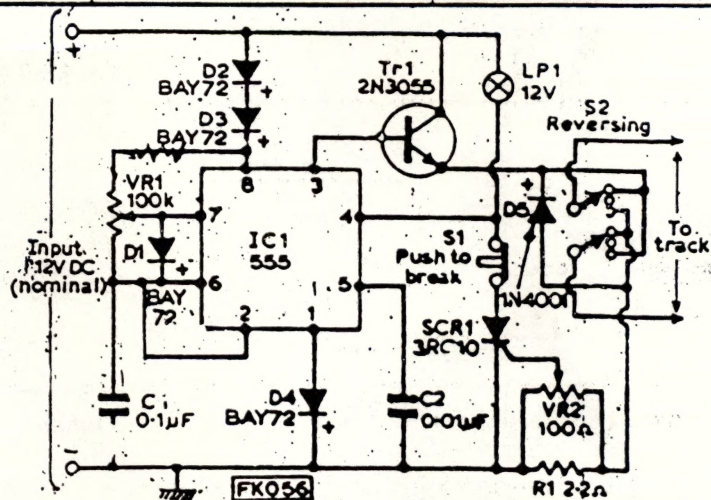
SIMPLE TRAIN CONTROLLER WITH INERTIA

The circuit is based on Darlington transistor pair Q1 & Q2. These form an emitter follower which buffers the output of speed control potentiometer VR1. VR2 & the 4700µF capacitor provide throttle inertia while VR3 and the 470 ohm resistor set the braking inertia. Q3 provides overload protection by removing the drive to Q1 when the voltage across the 1 ohm resistor exceeds 0.6v.

SILICON CHIP

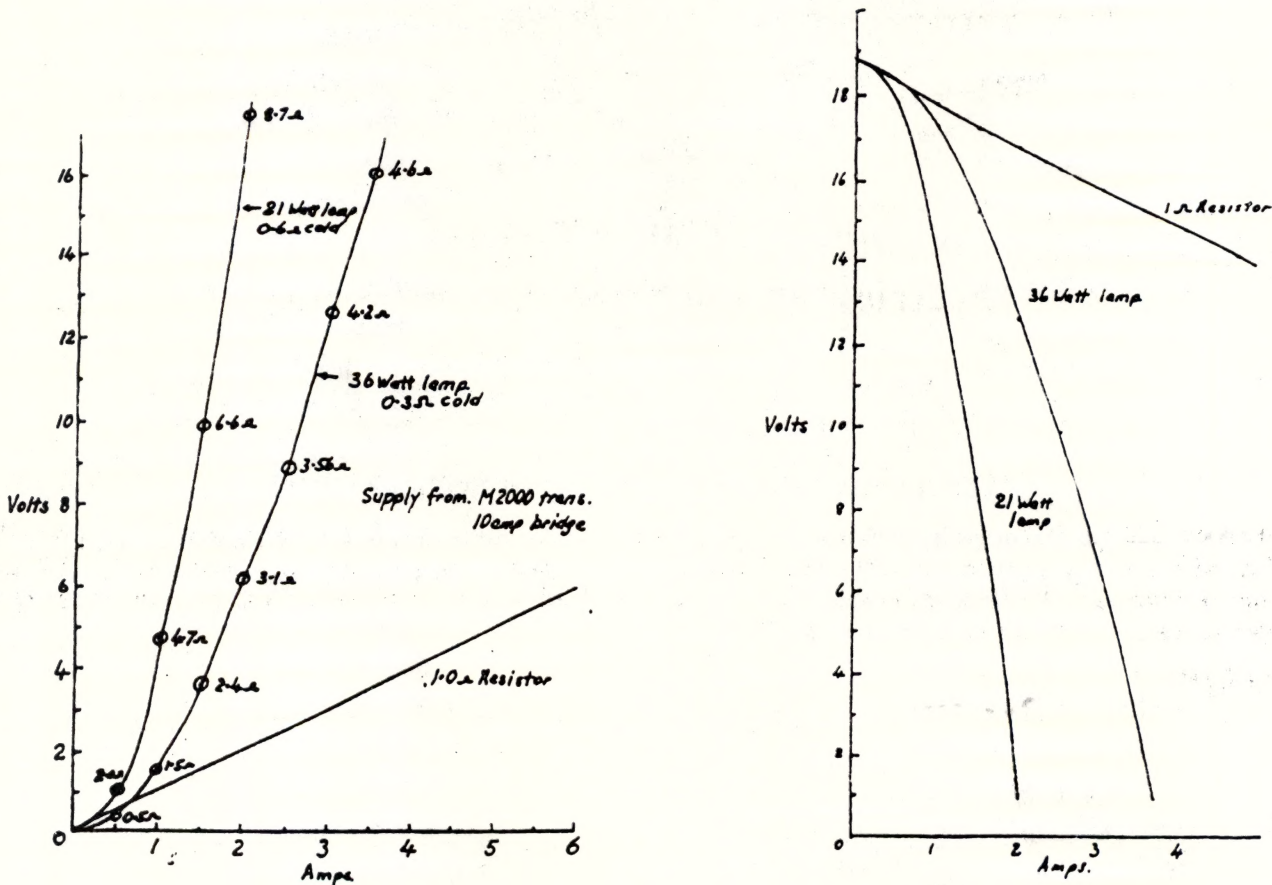


SIMPLE SCR CONTROLLER



Complete circuit of controller, showing automatic cut-out system, speed control potentiometer VR1 and reversing switch.

PULSE WIDTH MODULATED CONTROLLER



VOLTAGE LOSSES IN OVERLOAD PROTECTION CIRCUITS

OVERLOAD PROTECTION can be divided into two types - current limiting and switching.

In the event of overload conditions, the current limiting devices limit the current to a pre-set safe value. In the event of the overload being due to triple heading locos, or some other operating condition, the locos will usually continue at reduced speed.

Switching devices, thermal electronic or electro magnetic, will bring the trains to a sudden stop. Electronic and electro magnetic devices may be re-set manually immediately the fault has been cleared. Thermal cut outs however require time to cool before they will re-set automatically, or in some cases can be manually re-set.

Sudden stops and delays while the thermal device cools can be annoying - especially on an exhibition layout - and for this reason I prefer the current limiting devices.

WANTED!

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All makes, models and gauges

**Hornby * Triang * Wrenn * Fleischmann * Lima * Rivarossi
L.G.B. * Athearn * Marklin * Powerline * Bachmann * Roco
Mainline * Dapol**

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Collections * Single items * Deceased estates * anything considered

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TRAINS, TINPLATE TOYS & DIE CASTS

We have a huge range of Dublo, Triang, Wrenn, Hornby 0, Lionel, Dinky, Corgi, Spot On, Matchbox, Lledo, Yesteryear, Fun Ho, etc. Including Chipperfields Circus, Thunderbirds, Batmobiles, James Bond cars, UFO's, Fab 1's, and many of the popular TV show vehicles. We also have several boxed sets of trains in stock plus many hard to find Locomotives including MINT Boxed Wrenn's. Fax us for either our Air Mailed Train or Auto lists.

We accept all major credit cards and as its sometimes a gamble buying by mail order from abroad we offer an UNCONDITIONAL money back Guarantee unless completely satisfied! All items are shipped Economy Air Post and are insured.

We also manufacture our own range of 1:64 Scale American narrow gauge 2-8-0 steamers and diesel Loco's, and Autos, figures, animals etc.. This range includes a Queensland 1620 class diesel and a South African U26c diesel in Sn3½ (HO Track) plus GM's, GE's. Alcos, Plymouths etc. From around the world. Send a \$5 NOTE for our illustrated catalogue and lists. You will be surprised at the size of the range, until now unavailable in Australasia.

Urgent Sale

HO Exhibition Layout

20' x 11' (10 modules)

Double track main line

Inverted figure of eight

Power source and operator's panel

2 hand controllers (provision for 3)

Point motors (not wired)

In need of a permanent home and some 'TLC'

Ron Hansen (Vic Branch)

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